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**Thursday, March 9, 1989**

**Phalguna 18, 1910 (Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**Thirteenth Session  
(Eighth Lok Sabha)**



12  
2/3/90

*(Vol. XLVII contains Nos. 11 to 20)*

**LOK SABHA SECRETARIAT  
NEW DELHI**

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# LOK SABHA DEBATES

## LOK SABHA

Thursday, March 9, 1989/Phalguna  
18. 1910 (Saka)

The Lok Sabha met at  
Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS  
[English]

### Removal of Illiteracy

\*204. SHRI DHARAM PAL SINGH

MALIK:

SHRI PRAKASH CHANDRA:

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

(a) the amount sanctioned by Government during the last three years for various schemes regarding removal of illiteracy and the amount actually utilised, State-wise and year-

wise; and

(b) the States which have not fully utilised the amount granted by Government and the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI):

(a) and (b) Five statements I to V are given below.

The reasons which have contributed to non-utilisation of the amount granted by Government are:—

(a) Review and revision of the on-going plan schemes and delay on the part of States/UTs in adopting and implementing them.

(b) Delay in transfer of funds by the States / UTs to the field offices.

### Statement I

Granted released and utilised by the State Government under the scheme of rural functional literacy project

(Figures in Lakhs)

Sl. No.	States / UTs	Amount released			Amount spent		
		1985-86	86-87	87-88	1985-86	86-87	87-88
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	258.66	258.66	257.63	191.50	191.03	243.30
2.	Assam	131.77	151.42	127.25	113.64	137.64	127.25
3	Bihar	370.39	515.73	381.54	253.78	507.29	371.54

1	2	3	4	5	6	7	8
4.	Gujarat	205.90	181.34	142.58	120.00	125.20	100.00
5	Haryana	105.98	102.55	89.90	93.27	102.55	89.90
6.	Himachal Pradesh	37.20	34.04	28.70	30.04	33.19	28.70
7.	Jammu & Kashmir	51.66	51.66	52.34	27.31	33.61	45.68
8.	Karnataka	214.13	248.71	219.34	163.06	232.92	219.34
9.	Kerala	109.43	107.61	118.03	94.27	82.04	96.61
10.	Madhya Pradesh	279.00	270.40	342.00	276.49	270.40	342.00
11.	Maharashtra	356.60	355.40	311.34	221.62	269.35	311.34
12.	Manipur	53.31	53.31	43.87	53.73	49.03	43.76
13.	Meghalaya	37.83	36.18	27.97	28.30	34.86	27.97
14.	Nagaland	20.73	20.78	40.55	20.43	20.64	26.54
15.	Orissa	189.02	197.02	231.56	172.29	159.59	175.60
16.	Punjab	62.33	62.78	64.42	53.98	62.78	64.42
17.	Rajasthan	321.85	318.35	272.74	254.09	296.16	272.74
18.	Sikkim	18.38	26.57	22.99	14.21	26.57	8.46
19.	Tamil Nadu	268.61	264.14	264.64	256.34	260.50	256.24
20.	Tripura	38.76	39.44	48.91	19.53	20.53	23.41
21.	Uttar Pradesh	632.35	557.28	438.33	538.16	557.28	438.32
22.	West Bengal	167.31	163.13	134.13	100.84	130.01	134.13
23.	A & N Islands	4.37	5.45	4.94	3.32	4.51	3.92
24.	Arunachal Pradesh	14.16	16.26	15.33	12.73	15.42	12.96
25.	Chandigarh	4.00	4.40	4.00	3.35	4.40	Nil
26.	D & N Haveli	3.90	3.05	2.63	2.12	2.63	2.22
27.	Delhi	9.95	5.53	5.17	5.56	4.36	3.10



1	2	3	4	5	6	7	8
28.	Goa	8.51	5.00	2.00	3.51	5.00	2.00
29.	Lakshadweep	.56	.50	2.51	.56	.24	.55
30.	Mizoram	10.39	10.40	13.42	8.92	2.98	13.42
31.	Pondicherry	13.43	8.98	9.95	10.13	7.03	8.96
Total		4021.84	4976.07	3720.70	3122.68	3667.74	3493.48

### Statement II

*Grant released to State Resource centres and utilised for preparation of literacy kits*

Sl. No.	Name of SRC	1985-86	1986-87	1987-88
1	2	3	4	5
1.	Deepayatan, Patna	13,20,000	15,75,200	25,00,000
2.	Literacy House, Lucknow	16,80,000	29,05,000	30,00,000
3.	Bhartiya Grameen Mahila Sangh, Indore.	7,20,000	9,44,000	10,00,000
4.	Tamil Nadu Board of Continuing Education, Madras	15,60,000	17,60,000	15,00,000
5.	Kanfed, Trivandrum	7,20,000	8,80,000	—
6.	State Research Centre, Pune	13,20,000	16,40,000	20,00,000
7.	Jamia Millia Islamia, New Delhi	3,60,000	4,50,400	—
8.	Gujarat Vidyapeeth, Ahmedabad	9,60,000	11,39,600	15,00,000
9.	Rajasthan Adult Education Association, Jaipur	12,00,000	13,16,400	15,00,000
10.	Bengal Social Service League, Calcutta	9,60,000	12,14,000	15,00,000
11.	Karnataka State Adult Education Council, Mysore	6,00,000	8,81,600	15,00,000
12.	Utkal Navjeevan Mandal, Orissa	12,00,000	—	—
13.	S.R.C. Osmania University, Hyderabad	—	2,35,800	—
14.	SRC, Srinagar	—	40,000	2,00,000
15.	Regional Resource Centre, Chandigarh	—	3,34,600	3,00,000
1.	Govt. of Arunachal Pradesh	—	—	1,00,000
2.	Govt. of Orissa	—	8,00,000	17,00,000
3.	Govt. of Assam	—	1,00,000	10,00,000

1	2	3	4	5
4.	Govt. of Haryana	—	—	10,00,000
5.	Govt. of Manipur	—	—	2,00,000

### Statement III(a)

*Grants released to voluntary agencies (state-wise) under the scheme of assistance to voluntary agencies working in the field of adult education during 1985-86.*

Sl. No.	Name of State / UT	Grant released (Rs)
1.	Andhra Pradesh	20,50,649
2.	Assam	15,97,319
3.	Bihar	10,54,711
4.	Gujarat	75,99,654
5.	Haryana	4,08,500
6.	Himachal Pradesh	1,80,000
7.	Karnataka	52,48,733
8.	Kerala	5,01,275
9.	Madhya Pradesh	5,28,000
10.	Maharashtra	37,47,211
11.	Manipur	3,21,105
12.	Nagaland	18,000
13.	Orissa	14,88,834
14.	Rajasthan	26,56,004
15.	Tamil Nadu	54,65,161
16.	Uttar Pradesh	66,95,318
17.	West Bengal	22,20,718
18.	Delhi	14,29,019
19.	Goa, Daman & Diu	22,200
TOTAL		4,32,33,411

### EXPENDITURE ON ACCOUNT OF:

I. Shramik Vidyapeeths	Rs. 1,38,145
II. State Resource Centres	Rs. 61,59,769
III. Preparation of Literacy Kits by SRCs	Rs. 1,20,00,000

GRAND TOTAL Rs. 6,15,30,325

Expenditure as per E.C. Unit's Records Rs. 6,20,55,255

**Statement III(b)***Grant released to Voluntary Agencies during 1986-87 (State-wise)*

Sl. No.	State/UT	No. of VAs approved	No. of AECs approved	Total grant released (Rs.)
1.	Andhra Pradesh	6	120	10,23,124
2.	Assam	12	480	14,67,179
3.	Bihar	5	205	5,49,403
4.	Goa	—	—	11,214
5.	Gujarat	59	4,055	1,00,27,449
6.	Haryana	9	840	21,45,890
7.	Himachal Pradesh	1	30	83,000
8.	Karnataka	22	895	23,38,222
9.	Kerala	1	5	9,000
10.	Madhya Pradesh	12	650	17,50,529
11.	Maharashtra	58	2,580	65,51,702
12.	Manipur	2	200	4,98,970
13.	Nagaland	2	10	24,900
14.	Orissa	17	420	10,88,127
15.	Punjab	3	90	2,18,000
16.	Rajasthan	20	850	27,38,188
17.	Tamil Nadu	40	3,065	85,71,550
18.	Uttar Pradesh	85	3,590	87,31,078
19.	West Bengal	11	670	18,85,650
20.	Delhi	17	1,160	29,39,626
		382	19,915	5,26,52,801

**Statement III(c)**

*Details of Grants Approved/Total Grants Released to Voluntary Agencies under the Scheme of Assistance to Voluntary Agencies working in the field of Adult Education during 1987-88*

S.No.	State/UT	No. of VAs.	No. of AECs.	Grant approved	Total Grant released
1	2	3	4	5	6
1.	Andhra Pradesh	14	1540	67,92,300	54,60,072
2.	Assam	9	390	15,26,700	15,41,541
3.	Bihar	5	320	13,70,300	17,68,734
4.	Gujarat	38	2975	1,11,09,985	99,31,867
5.	Haryana	4	830	30,91,000	27,68,800

1	2	3	4	5	6
6.	Himachal Pradesh	—	—	—	45,730
7.	Karnataka	29	2070	68,74,200	62,19,646
8.	Kerala	3	230	9,62,700	7,00,000
9.	Madhya Pradesh	1	600	26,19,400	21,71,450
10.	Maharashtra	23	655	22,52,585	22,87,448
11.	Manipur	4	280	7,76,500	6,41,500
12.	Nagaland	1	5	12,450	13,450
13.	Orissa	19	990	36,74,300	28,68,691
14.	Punjab	1	15	47,185	80,750
15.	Rajasthan	15	1810	63,82,850	38,95,321
16.	Tamil Nadu	28	2930	1,02,69,000	95,66,735
17.	Uttar Pradesh	82	5190	1,81,75,270	1,55,60,051
18.	West Bengal	11	1080	34,34,200	33,15,037
19.	Delhi	14	1110	46,44,400	34,91,035
Total:		301	23020	8,40,15,325	7,23,27,858

#### Statement IV

*Name of the Scheme: Strengthening of administrative structure*

*(Amount in lakhs)*

Sl No.	State / UT	Amount Actually released			Amount spent		
		1985-86	1986-87	1987-88	1985-86	1986-87	1987-88
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	8.00	18.03	14.90	11.28	12.79	
2.	Assam	13.36	16.04	18.11	10.33	15.78	16.92
3.	Bihar	36.13	37.47	44.38	36.13	40.65	48.19
4.	Gujarat	17.13	15.00	27.19	17.13	20.03	27.40
5.	Haryana	11.63	14.65	14.96	11.75	12.02	
6.	Himachal Pradesh**	—	—	—	—	—	—
7.	Jammu & Kashmir**	—	—	—	—	—	—
8.	Karnataka	15.00	20.00	20.00	18.31	21.33	29.08
9.	Kerala	1.59	1.90	2.15	1.59	1.90	2.15
10.	Madhya Pradesh	33.62	28.12	31.81	24.08	24.59	30.77
11.	Maharashtra	26.71	27.95	32.19	25.10	28.61	39.70
12.	Manipur	1.71	1.77	4.14	1.71	1.55	2.08
13.	Meghalaya**	—	—	—	—	—	—
14.	Nagaland	6.96	7.14	7.87	6.96	7.64	8.30
15.	Punjab	2.00	3.42	2.86	2.19	2.98	2.92
16.	Orissa	3.41	5.00	4.25	2.36	4.30	3.66
17.	Rajasthan	10.07	31.63	23.00	7.27	7.22	22.69
18.	Sikkim **	—	—	—	—	—	—

\* Expenditure figures are awaited.

\*\* The States / UTs are not availing the facility under the Scheme.

1	2	3	4	5	6	7	8
19.	Tamil Nadu	16.55	18.00	25.24	18.51	22.45	25.17
20.	Tripura	0.95	1.02	1.53	0.85	1.00	1.17
21.	Uttar Pradesh	37.31	35.25	48.52	29.92	33.50	43.20
22.	West Bengal	5.48	6.63	7.63	5.43	6.63	6.71
23.	A & N Islands	1.71	2.03	2.37	1.65	1.10	1.80
24.	Arunachal Pradesh	0.49	1.87	4.22	00.49	1.87	3.61
25.	Chandigarh	1.97	2.09	2.76	1.79	1.93	2.00
26.	D & N Haveli**	—	—	—	—	—	—
27.	Delhi	1.77	2.65	3.25	1.67	2.66	3.26
28.	Goa	0.69	0.92	1.14	0.71	0.94	1.21
29.	Lakshadweep	0.58	0.82	1.04	0.58	0.82	0.84
30.	Mizoram**	—	—	—	—	—	—
31.	Pondicherry	1.14	1.16	1.54	1.14	1.02	1.48
32.	Daman & Diu**	—	—	—	—	—	—

### Statement V

*Amount of Grants Released during 1987-88 under the Scheme of Jana Shikshan Nilayam (JSNs)*

(Rs. in lakhs)

		1987-88
Sl. No.	States/Union Territories	
1	2	3
1.	Andhra Pradesh	31.45
2.	Assam	25.50
3.	Bihar	51.00
4.	Gujarat	195.50
5.	Haryana	28.50
6.	Himachal Pradesh	15.30
7.	Jammu & Kashmir	17.85
8.	Karnataka	51.00
9.	Kerala	15.30
10.	Madhya Pradesh	76.50
11.	Maharashtra	53.87
12.	Manipur	8.50
13.	Meghalaya	6.38
14.	Nagaland	4.25
15.	Orissa	42.50
16.	Punjab	5.10

1	2	3
17.	Rajasthan	68.00
18.	Sikkim	0.68
19.	Tamil Nadu	59.50
20.	Tripura	3.40
21.	Uttar Pradesh	52.96
22.	West Bengal	14.03
23.	Andaman & Nicobar Islands	0.85
24.	Chandigarh	1.28
25.	Delhi	2.55
26.	Lakshadweep	1.28
27.	Goa	0.17
28.	Arunachal Pradesh	11.48
29.	Mizoram	0.28
30.	Pondicherry	5.10
31.	Dadra & Nagar Haveli	0.34

[Translation]

SHRI DHARAM PAL SINGH MALIK: Mr. Speaker, Sir, in regard to the reply given by the hon. Minister, I want to submit that I would like more details on two points. I want to know the amount of expenditure incurred on women education, education of Scheduled Castes and adult education. The Govt. have provided details of the expenditure during the past 3 years but I want to know as to how much was spent on rural education and urban education separately. I want to know the amount released for this purpose in the rural and urban areas separately. Will the hon. Minister kindly enlighten us about the sector-wise details of the amount utilised on women education, adult education and education of Scheduled Castes?

SHRI L.P. SHAHI: Sir, the full details of the amount sanctioned and utilised for removal of illiteracy during the past 3 years have been furnished in the reply. So far as the question of the amount spent separately on the literacy of Scheduled Castes, urban and rural people is concerned, neither was it asked in the main question

nor do we keep such records. We have formulated several schemes for the removal of illiteracy and if you want I can provide all the data in this regard.

SHRI DHARAM PAL SINGH MALIK: My second supplementary is that although Government is making substantial allocations for the removal of illiteracy, the results are not so satisfactory and to my mind, the reason could be attributed to lack of effective and proper monitoring of the system. I want to know whether there is any proposal for associating Gram Panchayats with the monitoring of different programmes so as to oversee proper utilisation of the grants. Secondly, why should we not utilise the services of the innumerable educated unemployed youths of the rural areas with graduation and post-graduation qualifications for this purpose? This will not only go in helping to solve the unemployment problem but to remove illiteracy also.

SHRI L.P. SHAHI: Sir, actually illiteracy is a phenomenon prevalent more in rural areas than in urban areas. Therefore, it is essential to pay more attention to the rural areas.

It is with this end in view that we are trying to approach this problem from different aspects. The rural functional literacy project for the removal of illiteracy is under operation for a long period. Yet another programme called the post literacy and follow-up programme has been launched for those who forget after learning. Thirdly, the Government has taken a decision to set up Directorates at State and the Union Territory levels and adult education offices at the district level so that effective supervision of this work could be ensured. Separate financial allocations are made for this purpose. Fourthly, the voluntary agencies have also been involved in the campaign for literacy in the rural and urban areas. We are extending financial assistance to them. Apart from this, the 'Shramik Vidyapeeths' are also contributing to it. The mass programme for functional literacy has been started since May, 1986 and we have attempted to involve a large number of students from the N.S.S and outside in this scheme. Thus, much work has been done. So far as the monitoring is concerned, it is carried out by the administration of the concerned States and Union Territories. The Central Government also gives grants to the State Governments to meet the expenditure incurred on setting up Directorates at state level and District Offices for adult education. What happens is that the funds given by the Central Government are credited to the consolidated fund of the concerned State Governments and Union Territories, as a result of which their wage-and-means are improved but there is delay in the transfer of these funds to those heads for which they have been

sanctioned. This causes delay. We have written to the State Governments and have been constantly reminding them to take action in this regard and we also send our officers to the States and Union Territories to expedite this work. So far as monitoring is concerned, steps are being taken in this matter. As regards the result of the assessment, the assessment is being made by the executive agencies so far but we want that this task be entrusted to an independent agency and we have consulted different institutions namely Institute of Development Studies, Madras, Centre of Development Studies, Trivandrum Institute of Social and Economic Change, Bangalore Tata Institute of Social Sciences, Bombay, Institutes of Management, Ahmedabad, Bangalore and Calcutta, Institute of Development Studies, Jaipur and A.N. Sinha Institute, Patna, for this purpose. We have made correspondence with these autonomous institutions and they have been told to make independent assessments and make recommendations in this regard.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKAR): I want to submit one more point that although considerable funds are spent on this scheme, the results are not satisfactory. I want to submit one more point that a list of 300 projects has been submitted to the Members of the Consultative Committee and they have been requested to conduct an on-the-spot survey of the project. If some Members are interested in taking initiative in this matter, we will provide the necessary facilities so that it may not be inconvenient for them to conduct a survey of the

project and report about the drawbacks noticed by them in it. Their participation in this matter will be welcome.

[English]

**PROF. N. G. RANGA:** In spite of all the great and genuine efforts that are being made by Government at the State level and the Central level, the total rate of illiteracy continues to be terribly killing and considerable. Is it not time that Government should develop a national campaign with the cooperation of all the voluntary agencies and members of legislature and also the Ministers here, to organise at least one week in a year as a week of literacy? I would not call it anti-illiteracy. I would call it one week of literacy. Let all the educated people be mobilised to join this campaign during that week in order to set an example to the rest of the people so that a real effort can be made to minimise this illiteracy. I am glad that many of these organisations are doing good work including All India Adult Education Society also. For instance, this recent run that was shown on the TV has done tremendous good by way of educating the people in regard to health and also in regard to national unity. Similar campaign should be inaugurated by the Ministry concerned with the wholehearted cooperation of all the Members of the House here and also legislators.

**SHRI P. SHIV SHANKER:** I appreciate the anxiety of the hon. Members on this issue, particularly of the oldest Member of this House. We are making all efforts to see that as far as possible this illiteracy is removed. From 14%, literacy has come to a stage of 36%. The

growth of population and other factors have also to be reckoned with.

Equally, the constraint on the resource has also to be reckoned with. But the suggestion that has been given by the hon. Member is worth considering. I will go into it. If the hon. Members and the Ministers volunteer to do the work, so far so good. We will welcome that idea.

### **New Gold and Copper Mines in Karnataka and Andhra Pradesh**

\* 205. **SHRI V. KRISHNA RAO:**  
**SHRI S.M. GURADDI:**

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether new deposits of gold and copper have been found in Karnataka, Andhra Pradesh and other neighbouring States which are viable;

(b) if so, the details thereof; and

(c) the steps taken for their commercial exploitations?

**THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR)** (a) to (c): A statement is given below.

### **Statement**

(a) and (b). No new viable deposits of gold and copper have been found in Karnataka and Andhra Pradesh and other neighbouring States recently except one gold prospect, namely, Chigarurunta (Andhra Pradesh) presently under mine development by Bharat Gold Mines Limited, where a reserve of 13 lakh tonnes of ore of 6.91 grams per tonne grade has been estimated. However, investigations are being carried out in certain areas where gold occurrences are known, such as the gadag gold field, Hutti-Maski chist belt, Chit-



radurga schist belt and Nuggihalli schist belt of Karnataka and Ramagiri gold field, Penkacherla schist belt and South Kolar schist belt of Andhra Pradesh. Detailed exploration is being carried out by Mineral Exploration Corporation Limited in Hosur-Champion block and Mysore mine block of Gadag schist belt and Kempinkote block of Nuggihalli schist belt of Karnataka. Mineral Exploration Corporation Limited has also carried out detailed exploration in Buddini block of Hutti-Maski schist belt (Karnataka) for Hutti Gold Mines Limited.

Geological Survey of India is presently carrying out investigation in the Northern and Southern blocks adjacent to Chitradurga Copper mines of Karnataka.

(c) A decision for commercial exploitation of these deposits can be taken only after their techno-economic viability has been established consequent upon their detailed exploration and completion of feasibility studies.

SHRI V. KRISHNA RAO: Sir, I am happy that the hon. Minister has given the details of Gold and Copper ore available in Karnataka and Andhra Pradesh and other neighbouring States. The hon. Minister has further stated that no new viable deposits of gold and copper have been found in Karnataka and Andhra Pradesh; the Geological survey of India is presently carrying out investigation in the Northern and Southern blocks adjacent to Chitradurga Copper mines of Karnataka etc. What is the amount he has allocated for this purpose? When will the survey be completed? In KGF, the gold ore has gone down considerably. The gold

mines are being closed in this area. Thousands of workers are going to be jobless. Keeping these factors in view, will the hon. Minister assure this august House to sanction more funds for this purpose and expedite the process of getting gold ore by exploration and by modernisation of the factory in the State of Karnataka?

SHRI M. L. FOTEDAR: Sir, so far as the survey and exploration is concerned, I would like to say that it is a continuous process. The hon. Member has asked about BGML and other things. It is a fact that the turn out is less. The gold content in the ore is also less. We are making every efforts to get the latest technology so that we are able to extract as such gold either from the ore or even from the waste, as feasible.

SHRI V. KRISHNA RAO: The hon. Minister is well aware that the Bellara Gold Mines in Tumkur District in Karnataka has been stopped on account of no ore deposit taking into account the version of Taylor & Co. In order to avoid tax, they have shown like this. Even though there is the deposit of 6-7 grams they have shown that 1-2 grams are available. The whole mining area has been converted into Horticulture spot. I want to know from the hon. Minister whether 7-8 grams are available in that area and that is the reaction of the Government.

SHRI M. L. FOTEDAR: I have told the hon. Member that only four grams per tonne of ore is extractable. So far as KGF is concerned, it is only 4—6 grams. The information that it is more than that is not correct.

SHRI V. KRISHNA RAO: I have

mentioned; about Karnataka, about the Bellara Gold Mines.

SHRI M. L. FOTEDAR: I am mentioning about Karnataka only.

SHRI V. KRISHNA RAO: I have first stated about Kolar Gold Fields. Now I am asking about the Bellara Gold Fields.

SHRI M. L. FOTEDAR: I will look into this.

DR. KRUPASINDHU BHOI: Mr. Speaker, Sir, I want to know from our colourful Minister who is in charge of *Ratan Garbha Bharath* whether detailed exploration has been done on the lines of pitting, trenching and drilling in that particular gold field of Karnataka and what is the percentage of mineralisation of gold in the ore, quartz-being etc. in the pitting and the subsequent result I would also like to know whether the hon. Minister is aware of the fact that Saliakena of Keonjhar District in Orissa is very rich in gold. Unless and until this job is given to the Mineral Exploration Corporation to expedite the work, you can't get the result only they can tell you the result. Our entrusting the exploration programme to others will give no result.

SHRI M. L. FOTEDAR: I do not know what the hon. Member means by 'colourful' I am dealing with gold production, not with gold distribution. Had it been gold distribution, certainly, it would have been 'colourful'.

So far as Orissa State is concerned, I can tell the hon. member that figures are not available with me at this time.

SHRI K. RAMACHANDRA REDDY: In the Ramagiri and Penkacherla gold mines in the Anantpur District of Andhra Pradesh, excavation

and exploration is going on at a very slow pace because the finances are very meagre. Will the Government consider allotting more finances so that exploration work is expedited in the Ramagiri and Penkacherla area?

SHRI M. L. FOTEDAR: I am sorry, I am not able to understand it.

SHRI K. RAMACHANDRA REDDY: Will you allot more finance?

SHRI M. L. FOTEDAR: Exploration is going on. MECL is doing the exploratory work. Rs. 43 crores have been sanctioned. About Rs. 27 crores—I am told—has been spent so far. So far as Andhra Pradesh is concerned, it is being done at Yeppamana and Chigaragunta and Ramagiri fields.

SHRI E. AYYAPU REDDY: Minister does not seem to have visited anyone of the gold mines

SHRI M. L. FOTEDAR: Certainly, because gold is not available there. That is why I have not visited those places. I will look into it.

### **Ship Acquisition Programme of Shipping Corporation of India**

\*206 SHRI S. B. SIDNAL:

SHRI SHANTILAL PATEL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Shipping Corporation of India has embarked upon a massive ship acquisition programme in the next two years;

(b) if so, the details thereof including the investment proposed in this regard; and

(c) whether the programme has been approved by Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE

**TRANSPORT (SHRI RAJESH PILOT):** (a) to (c). A statement is given below.

### Statement

*Ship Acquisition Programme of Shipping Corporation of India by Shri S.B. Sidnal and Shri Shantilal Patel*

(a) and (b). Shipping Corporation of India have plans for the acquisition of vessels as given below:-

S No	Category	No. of Ships	GRT (Approx)	DWT (Approx)	Remarks
(I)	Bulk Carriers				
1	"	4	1 04	1 71	
2	"	3	0 45	0 79	
3	"	2	1 90	3 40	
(II)	Crude Carriers				
1	"	3	1 43	2 56	
2	"	3	1 43	2 56	
3	"	6	4 67	8 40	
(III)	Product Carriers				
1	"	6	1 75	2 70	
(IV)	Container Ships				
1	"	3	0 26	0 39	
2	"	2	0 11	0 16	
3	"	5	1 10	1 25	
(V)	Specialised Ships				
1	Product-cum-Edible Oil Carrier	6	0 83	1 68	
2	Phosphoric Acid Carrier	3	0 55	0 90	
3	Ammonia/LPG Carrier	2	0 32	0 32	
Total		48	15.83	26.82	

The total investment for the above proposed acquisition programme of Shipping Corporation of India is estimated at Rs. 2369 crores approximately.

(c) The Government approves the acquisition of ships by the Shipping Corporation of India on receipt of specific acquisition proposal from Shipping Corporation of India and

subject to Budget & Plan allocation. Out of the above proposals of Shipping Corporation of India, the Government have approved the acquisition of the following ships:-

(1) 4 Bulk Carriers from Hindustan Shipyard Limited.

(2) 3 Bulk Carriers from Hindustan Shipyard Limited

(3) 3 LR-II Tankers from Cochin Shipyard Limited.

(4) 3 Phosphoric Acid Carriers from M/s. Astilleros Espanoles S.A. Spain.

(5) 2 LPG/Ammonia Carriers from M/s. Hyundai Heavy Industries, South Korea.

**SHRI S.B. SIDNAL:** As per the ment has approved the total acquisition of ships. I would like to know whether the Government propose to have indigenous designs or import the design from outside.

**SHRI RAJESH PILOT:** This point has been considered and now we have got our own Designs Cell which is likely to be set up at Hindustan Shipyards at Vishakhapatnam.

**SHRI S.B. SIDNAL:** As per the Budget allocation, allocation is sanctioned vaguely. I would like to know from the hon. Minister whether there is any proposal and design concept for private and public sectors for these vessels and what is the plan allocation in the coming Eighth Plan and what was the result in the Seventh Plan. The result in the Seventh Plan was said to be very poor.

**SHRI RAJESH PILOT:** Normally, acquisition for the SCI is done from two resources-20 per cent is normally from the internal resources of the Shipping Corporation of India and rest 80 per cent is met from the plan

allocation of the Budget and from the financial institutions. There is a working group which has gone into it and given the requirements. At this juncture, it is very difficult to say how much will be used from the financial institutions. But 20 per cent of the total plan which they have projected will be made available from the SCI resources.

[Translation]

SHRI SHANTILAL PURSHOTTAMBHAI: Mr. Speaker, Sir, the SCI has 48 ships at the moment with it and it has made a demand for acquisition of 15 more ships. In this connection, I want to know from the hon. Minister whether any survey has been conducted for making an assessment of the minimum number of ships required for transportation of goods and passengers? This is an age old business. Do you want to ignore or boost this age old business? Transportation by sea is cheaper, more goods can be transported, and it also takes lesser time. The hon. Minister has stated just now that this much investment would be made during the Eight Plan and I want to know whether the rest of the required amount will be mobilised by SCI or some other source?

MR. SPEAKER: Do you think that everything is being achieved without making any efforts?

SHRI RAJESH PILOT: Mr. Speaker, Sir, as the hon. Member has just submitted that S.C.I. is, at present, having 48 ships with it. But it is not correct because we have more than this number. In fact, this is the number of proposals which the SCI has furnished and out of which the Government has cleared 15. While purchasing ships, it has to be ensured that the investment will bring

returns or in other words, it has to be seen whether the acquisition will be commercially viable and what will be the volume of returns.

I think that the hon. Member wants to know about coastal shipping. It has been stated by him (the Member) that transportation of goods is cheaper by sea. The National Shipping Board has entrusted with the task of conducting a survey of the coastal areas to explore the possibility and viability of coastal shipping.  
[English]

PROF. MADHU DAVDAVATE: I know the reply that has been given is basically regarding the ships that are acquired for the freight movement. But as an allied question, may I ask the Minister whether it is a fact or not that formerly on the western coast from Bombay to Goa there was a passenger shipping service run by the public sector Moghul Lines? Today the unfortunate position is that neither in the public sector nor in the private sector there is any passenger service on the Western coast. There are no railways. The coastal passenger shipping service is also closed and the S.T. fares have gone up. In view of the situation, will he explore the possibility either in the public sector or private sector to make provision for coastal passenger service from Bombay to Goa via Konkan coast?

SHRI RAJESH PILOT: This service was carried out initially by Moghul Lines. Then the Moghul Lines was merged with the SCI and the SCI took over this responsibility. There were two services in a week which was carried out by SCI. Due to requirements of national importance, the ship was taken over by Navy. That is why this service could not be

carried out by SCI. We went in the market. We thought we would buy another ship on the same guidelines which were given by the Government of India earlier than Maharashtra, Goa and the Central Government and SCI share the losses, but continue the service keeping in mind that the facilities of that nature are not available in that sector. We went in the market; but we could not get the required ship.

PROF. MADHU DANDAVATE: Do you expect the service to commence?

SHRI RAJESH PILOT: What the Hon. Member is keen to know is whether it would be public sector or private sector. We have also thrown up this offer to the private sector. The Government of Goa has already given some offers to private sector for a hydrofoil service; not for the shipping service. The latest exercise is whether it is available and feasible. The Government is concerned with this sector and we are certainly keen to provide some service for the people in this sector.

#### **World Bank Study on Road Deterioration**

\*207. SHRI BANWARI LAL  
— PUROHIT:  
SHRI H. N. NANJE  
GOWDA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the report of the World Bank on road deterioration in developing countries has revealed that roads in India have also been badly maintained;

(b) if so, whether Government have examined the report of the World Bank; and

(c) if so, the details thereof and

further steps proposed to be taken to maintain the roads in the country in good condition?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c). A Statement is given below.

#### **Statement**

*World bank study on road construction*

The World Bank Study Report entitled "Road Deterioration in Developing Countries" covers 85 developing countries and makes a passing reference to the road network in India. There is a brief reference in the Report to the maintenance technology being obsolete in some developing countries including India. Government is fully alive to the needs of adequate maintenance of roads. In this connection Central Road Fund has been augmented, norms for maintenance of roads have been revised and external financial assistance is being obtained.

[Translation]

SHRI BANWARI LAL PUROHIT: Hon. Mr. Speaker, Sir, the hon. Minister has replied that the World Bank Study Report entitled "Road Deterioration in Developing Countries" makes a passing reference to the road network in India. But that 'passing reference' includes some very important points which the hon. Minister has overlooked. The Report says:—

[English]

"The study carried out by Dr. Asif Faiz and Mr. Clell Harral of World Bank, Washington reveals that the current road conditions are by far the worst in South Asia with the Indian road network of some 1,27,000 kms

being in the forefront of poorly maintained road networks."

[Translation]

They meant to say that roads in our country are in the forefront of poorly maintained road networks. There is no maintenance technology here and roads are not maintained properly leading to poor condition of roads and cost of repairing them goes up by five times. In fact, there is no proper maintenance of roads in our country while contractors make huge profits. May I know from the hon. Minister if a new maintenance technology will be adopted following the observations made in the report of the World Bank's experts? The Report must have suggested some solution. The Government lacks sufficient funds for the purpose. Is the World Bank granting financial aid for maintenance of roads in our country?

SHRI RAJESH PILOT: Mr. Speaker, Sir, it would be very time consuming to read out in the House the entire recommendations of the committee constituted by the World Bank. I agree with the hon. Member that the Report says that standard of road maintenance in India is poor. Earlier it was our objective to provide employment to maximum number of people in this sector and so our approach was labour intensive. Today mechanised processes are used to lay roads, which are much more strong and long lasting. The world Bank has compared India with other countries of the world and concluded that our standard is not upto that mark. The Government too is concerned about improving the condition of our roads. Recently there was a meeting of the T.D.C. in which Transport Ministers of States and officials of the P.W.D. also partici-

pated. A decision was taken therein to form a small committee of Ministers and officials to find ways and means to improve the condition of roads. The National Highway Authority has been set up for this very purpose. The Government is unable to give us adequate funds for the upkeep of roads. The guidelines issued to States for maintenance of roads are not as effective as they should be. I am hopeful that with the setting up of the National Highway Authority and the C.R.F., the coming years will witness an improvement in condition of the roads.

SHRI BANWARI LAL PUROHIT: The most important question relates to availability of funds. According to the World Bank, India needs 5.5 billion dollars for improvement of existing roads and updating the technology. How much funds are available at present and how much money has been provided in the Eighth Five-Year Plan? Now a Maruti vehicle is reduced to a wreckage within six months of rolling out from the factory because of poor condition of roads. Either the production of Marutis should be stopped or condition of roads be improved.

SHRI RAJESH PILOT: Mr. Speaker, Sir, both the factors are responsible. There is lack of funds and secondly, these are not properly utilised. The funds that we get are not fully utilised.

The State Governments have been directed to make proper use of Central funds provided for National Highways and we do monitor the position. Let me assure the hon. Member that the Centre has tried to allocate maximum possible funds for roads. In the Seventh Five-Year Plan an allocation of Rs. 892 crores was made but Rs.

1500 crores were made available. We are trying to see that paucity of funds does not come in the way.

[English]

**SHRI CHANDRA PRATAP NARAIN SINGH:** Mr. Speaker, Sir, large funds are allocated for road building but unfortunately the roads are not built properly. Firstly, it you see, Sir, in States like Uttar Pradesh and Bihar even the Chief Ministers have complained and also the engineers of the Department that private contractors through force of the gun and muscle power take these contracts. Hence roads are not made as they should be made. The roads in Punjab, Haryana and Rajasthan are better because private contractor business is not there or is limited.

Sir, the U.P. Chief Minister once said that he would abolish this contract system of building roads. The allocations are there, but will the Central Government take some initiative so that these private contractors who forcibly get these contracts from engineers do not get these.

Secondly, will Government look after the protection of officers and the engineers of these departments? Otherwise, they are forced to give contracts to these gangsters.

**SHRI RAJESH PILOT:** Sir, as I have mentioned, keeping the analogy that this sector should be labour oriented, we could develop neither the public sector road contractors with fully mechanised facilities nor the private sector. In fact, you will be surprised that a contract worth Rs. 1 crore used to be divided in 20 parts. Instead of giving to one organisation for constructing a stretch of road we divided it in 10-20 parts and gave smaller contractors. Ultimately, the quality of work suffered. I fully share

with the hon. Member that there could be some misuse in some states.

As far as seeking contracts on gun point is concerned, such incident has not come to our knowledge. Our system is to pre-qualify the contractors first for large size contracts. Where after bids are invited from pre-qualified contractors. However will bring this incident to the notice of hon. Chief Minister of the particular States mentioned.

**SHRI C. MADHAV REDDI:** The question is that the World Bank had to point out to us that our roads are bad as if we don't know our own roads.

**MR. SPEAKER:** As if we don't face the hazard.

**SHRI C. MADHAV REDDI:** Yes. The point here is that maintenance technology—the Minister said—is poor. Now the question is: What is the maintenance technology? How is it being improved? The hon. Minister has pointed out that the Central Road Fund has been augmented. Norms for maintenance have been revised and external financial assistance is being obtained to improve the condition of roads.

Now, I would like to know whether the proposal mooted by some of the State Governments with regards to converting some parts of national highways into cement roads, so that there is less maintenance, has come to the notice of the Government. If so, what action is being taken?

**SHRI RAJESH PILOT:** Sir, it is not that we have invited World Bank to check our roads. World Bank has carried out studies on their own on all the developing countries. And there is some element of investment

in Indian roads from the World Bank. So, World Bank is within rights. When they have invested money with us, they can carry out a study and know how some study comes out and says that these are our faults. We are not taking in that sense that World Bank is coming to tell us that our roads are bad. We all know that roads are not of the right standard.

AN HON. MINISTER: They make you wiser.

SHRI RAJESH PILOT: As for the other question which the hon. Member has pointed out, there is an investment of World Bank of round-about \$ 200 million and from Asian Development Bank \$ 198 million in our road sector.

As far as the maintenance is concerned, as I have said in my earlier reply, a small committee has been made of the States to look into how we can effectively use our resources given from the Central and State pools.

The last point is about cement roads. Initially, there were some controversial views on this. Some people said that it is not long-lasting. There may be less expenditure on maintenance. But the life of the cement roads may not be more than the concrete roads. So, there were controversial views. I think, we have taken a decision on an experimental basis on one Mathura-Agra patch of 50-60 kilometres to see whether it will work or not. This is the information I have.

### Turnover of Sall Units

\*209.SHRI RAM PYARE PANIKA: Will the Minister of STEEL AND MINES be pleased to state:

(a) the turnover of the Steel Authority of India Limited units during the last three years, year-wise; and

(b) the turnover expected during the current financial year?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) and (b) A statement is given below.

#### Statement

(a) and (b). The gross turnover of Steel-Authority of India Limited (SAIL) and its subsidiaries during the years—1985-86, 1986-87, 1987-88 and the gross turnover anticipated in the current financial year 1988-89 is indicated in the table given below:

Units	(Rs. in Crores)			
	1985-86	1986-87	1987-88	1988-89 (Likely)
SAIL	4470	4282	5036	6200
IISCO	421	460	498	500
IISCO, Ujjain	22	19	19	24
Maharashtra Elektrosmelt Limited	26	29	56	52

[Translation]

SHRI RAM PYARE PANIKA: Mr. Speaker, Sir, I am happy to note the commendable performance of the steel sector for the third successive year leading to considerable increase in production. I understand that but for certain constraints, like electricity, steel production would have registered even greater increase. This industry relates to one sector only. So, naturally we as well as the entire country is interested in increase in its turnover. It was suggested to set up

In respect of Maharashtra Elektrosmelt Ltd., for the year 1985-86, the financial year reckoned for calculating the turnover is from 1.7.85 to 30.6.86. For the year 1986-87, the gross turnover relates to 9 months from 1.7.86 to 31.3.87.



captive power plants to overcome the problem of loss of production due to shortage of power. Will the hon. minister take timely action in this regard so as to increase the production of steel?

**SHRI M.L. FOTEDAR:** I thank the hon. Member for appreciating our efforts for increase in steel production. During the last one year production of crude steel has gone up by one million tonnes, i.e. 13% more as compared to the preceding year. I would like to inform the hon. Member that in comparison to 1987-88, production of steel in the coming year is expected to increase by 2 million tonnes.

**SHRI RAM PYARE PANIKA:** Very good.

**SHRI M.L. FOTEDAR:** Production will go up every year and will not come down. As regards power, we do have captive power plants but we have to conserve power in the production process and for this purpose we have taken up modernisation work. I would like to inform the hon. Member that we saved considerable amount of power so as to bring down the cost of production of steel. I want to give an assurance that steel will be produced at lower cost.

**SHRI RAM PYARE PANIKA:** I am satisfied with the hon. Minister's reply. I am sure that steel production in the current year will exceed the target. As per my information, a Rolling Plan was framed to produce more steel by 1990. May I know the details of the Rolling Plan, as also the plan thereafter upto the year 2000?

[English]

**SHRI M.L. FOTEDAR:** Sir, I would like to reply in English. So far as the rolling plan is concerned, I may tell the hon. Member that we have no rolling plan as such in the steel sector. We had a rolling plan but with the disappearance of that Government that plan has also rolled down, not down the Ganges but down the Indian Ocean. As the hon. Member wanted to know about our future programme for steel production, I may tell him that we are going to modernise the existing steel plants, like in Durgapur we have already started the work, In Rourkela we have initiated the work and in Burpur IISCO we will be initiating the work. By the end of the Eighth Five Year Plan, we will be producing as much steel as is required in the country. So, the three pronged strategy is to modernise the existing old steel plants, to expand the capacity of existing integrated steel plants and to increase the production through other routes.

**SHRI HANNAN MOLLAH:** While the production of steel has been going up, the production of pig iron has been going down and it has been curtailed. It is causing a serious problem for a large number of small scale and medium scales industries who use this. During the last year, hundreds of such factories have closed down. I would request the hon. Minister to consider the increase in production of pig iron so that the industries who use this material do not suffer in future.

**SHRI M.L. FOTEDAR:** I had said last time that the production of pig iron had been curtailed consciously because we wanted to produce more

steel of high quality and value and wanted to import the pig iron which is of less value.

The hon. Member has made a suggestion; I will consider this.

[Translation]

**SHRI DILEEP SINGH BHURIA:** Mr. Speaker, Sir, hon. Minister has stated that production of steel has increased in our country. This is a great achievement but even now the cost of production of steel in world market is far less whereas the steel which is produced in our country costs more as compared to other countries of the world. Have you any scheme to reduce its cost of production in our country so that steel can be made available to the people at lower prices? If so, when it would be implemented?

[English]

**SHRI M.L. FOTEDAR:** I may inform the hon Member that no country will disclose the actual cost of production of steel in the commercial interest. So far as we are concerned, I am also not going to share this information with the House, with your permission, Sir, in the larger commercial interest. Similarly, in respect of other countries, which are exporting steel to our country, we do not know their actual cost of production. But we are making all efforts and have trust in the steel industry, that it must have a place in the world market, and we must be able to produce high quality steel so that we may compete inter-nationally.

[Translation]

### **Promotion of agriculture and horticulture in hilly areas**

\*211. **SHRI HARISH RAWAT:** Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have prepared any scheme to expand the research centres located in the hilly areas and to streamline their working to promote the development of agriculture and horticulture in the hilly areas of the country;

(b) if so, whether there is any scheme for the expansion of the Vivekanand Research Centre, Almora (Uttar Pradesh);

(c) if so, the details thereof; and

(d) if not, the steps proposed to be taken to remove backwardness in the field of agriculture in hilly areas?

**THE MINISTER OF AGRICULTURE (SHRI BHAJAN LAL)** (a) to (d). A statement is given below.

### **Statement**

Sir, There is no scheme to expand the existing research centres located in the hilly areas but their performance is constantly reviewed to streamline their working.

Considerable work is being done by the existing infrastructure comprising:

- (i) four ICAR Institutes viz. ICAR Research Complex for North Eastern Hill Region, Shillong; Central Soil and Water Conservation, Research and Training Institute, Dehradun; Viv-

ekanand Parvatiya Krishi Anushandhan Shala, Almora; Central Potato Research Institute, Shimla;

- (ii) four National Research Centres viz. National Centre for Mashroom Research & Training, Chamba Ghat (Sol-an-H.P.), National Research Centre for Yak, Nikamadang (Arunachal Pradesh), National Research Centre for Mithun, Purba (Nagaland), National Research Centre of Cold Water Fisheries, Champavat (U.P);
- (iii) several Coordinated Project Centres and Regional Stations/Centres of ICAR Institutes and
- (iv) four State Agricultural Universities viz. Govind Ballab Pant University of Agriculture & Technology, Pantnagar; Himachal Pradesh Krishi Vishwa Vidyalaya, Palampur, Dr. Y.S. Parmar University of Horticulture and Forestry, Solan and Sher-e-Kashmir University of Agricultural Sciences and Technology, Srinagar.

The work being carried out by these centres is greatly helping in removing backwardness in the field of agriculture in hilly areas.

[Translation]

SHRI HARISH RAWAT: As fruits are essential for our health, similarly apples and pears etc. are important for the economy of hilly areas. There are three apple growing areas. Firstly, Jammu and Kashmir, secondly

Himachal Pradesh and thirdly hilly areas of Uttar Pradesh. There is Sher-e-Kashmir University in Jammu and Kashmir which takes care of development of horticulture in the State. Similarly, Dr. Y. S. Parmar University has been established in Himachal Pradesh which works for development of horticulture there. But there is no such institution in Uttar Pradesh which should carry research work on pears etc. This is why the production of apples etc. per hectre is much less in hilly areas of Uttar Pradesh whereas climate of the area is quite suitable for its production. I, therefore, want to know when your Ministry proposes to set up a Fruit Research Centre or a Horticulture University in Seventh Five Year Plan? Do you propose to set up one Tropical Fruits Research Centre in hilly areas of Uttar Pradesh?

SHRI BHAJAN LAL: Mr. Speaker, Sir, apple grows in hilly areas in sufficient quantity. But as the hon. Member has said about production in hilly areas of Uttar Pradesh, a committee was constituted for the purpose. The committee carried out a survey and the place selected after survey lies in Jammu and Kashmir. A university already exists there. This is the difficulty. The Chief Minister of that State suggested the name of Ramgarh. We got Ramgarh surveyed. The spot indicated in Ramgarh was situated on a big slope. That was not a suitable place. Therefore, we had to take this decision but I want to inform the august House that we can open a branch at Pithoragarh too, if space is provided for the same.

SHRI HARISH RAWAT: Now I would like to ask a question about agriculture. Pant Nagar University

has done commendable job in agricultural field but in the hilly areas where this university is situated, same traditional means of cultivation are being used and per hectre production also remains static. There had been no change in that region. I would like to know from the Hon. Minister whether he will give such directions to Pant Nagar Agriculture University and Vivekanand Research Centre that suitable technology for hilly areas of Uttar Pradesh should be developed and research and extension work in agricultural field should be carried further?

SHRI BHAJAN LAL: Mr. Speaker, Sir, directions have already been given that Pant Nagar Agriculture University should pay attention towards agricultural development of hilly areas. This university has done useful work in Uttar Pradesh. We have made higher Budget allocations now to enable it to carry on research work for hilly areas and guide the people about things which can be produced there and give the people the latest information about research and training is also being imparted at Vivekanand Research Centre.

DR. PRABHAT KUMAR MISHRA: Mr. Speaker, Sir, I want to draw your attention towards the fact that big dams are constructed mostly in hilly areas. The people who are displaced, loiter here and there. Big dam is constructed there but these people do not get water for irrigation from it. Will Government establish such agriculture and horticulture centres so that the natives may get opportunities to settle and work there permanently?

SHRI BHAJAN LAL: Mr. Speaker, Sir, he has asked two things. One relates to resettlement of displaced

people as a result of construction of dam and second relates to the opening of institutions in hilly areas. So far as the question of institutes is concerned, there are 4 big centres in hilly areas. One is at Chambaghat in Himachal Pradesh, second is National Yak Research Centre at Nikamadong in Arunachal Pradesh, there is another National Mithun Research Centre at Purba in Nagaland and still another is Cold Water Fisheries Centre, Champavat in Uttar Pradesh.

[English]

#### **Protest by ICAR Scientists**

\*213. SHRIMATI KISHORI SINHA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether agricultural scientists of the Indian Council of Agricultural Research have threatened to submit en-mass resignations protesting against the method of evaluation for promotion;

(b) if so, Government's views thereon; and

(c) the action proposed to be taken in this regard?

[Translation]

THE MINISTER OF AGRICULTURE (SHRI BHAJAN LAL) (a) Sir, no such threats have been received by the Government.

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

[Translation]

SHRIMATI KISHORI SINHA: Mr. Deputy Speaker, Sir, I agree that threats might have not been received but complaints from agricultural scientists must have been received.

SHRI BHAJAN LAL: Mr. Speaker, Sir, no such complaints have been received.

SHRIMATI KISHORI SINHA: Is it not correct that 7 Agricultural scientists have committed suicide owing to grievances pertaining to promotions.

SHRI BHAJAN LAL: Mr. Speaker, Sir, suicides take place owing to many reasons. The reason may be some disease or a quarrel between husband and wife. Students do commit suicide after failing in examinations. There can be many other reasons too. But it is not so that some one had committed suicide because of some high-handedness. No such complaint has been received by us.

[English]

DR. SUDHIR ROY: Is it a fact that many brilliant scholars are serving in the ICAR. But they are not getting their new pay scales as recommended by a Committee. I would like to know from the hon. Minister whether the ICAR scientists have been granted the new pay scales.

[Translation]

SHRI BHAJAN LAL: Mr. Speaker, Sir, new pay scales have already been implemented. You should congratulate all the scientists. I have received two letters. They have stated that they are very grateful to the Government and that Government has done great justice to them. They have added that they lack words to express the extent of gratefulness to the Government.....  
(Interruptions)

[English]

### Operation Flood-III Project

\*217. SHRI V.S. KRISHNA IYER: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Karnataka Government has submitted Rs. 160 crore Operation Flood-III Project to the National Dairy Development Board for approval;

(b) the places where this project will be implemented;

(c) whether the National Dairy Development Board appraisal team has visited Karnataka to study the above project; and

(d) if so, the time by which the project will be cleared?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) Yes, Sir.

(b) The project proposal includes investments for thirteen milkshed Unions of Bangalore, Belgaum, Bijapur, Dharwar, Gulberga, Hassan, Mysore, Raichur, Shimoga, South Kanara, Tumkur, Kolar and Mandya.

(c) and (d) National Dairy Development Board Appraisal Team has so far covered eight major milkshed unions in Karnataka. The projects for which appraisal visits have been made are expected to be cleared by end March, 1989.

SHRI V.S. KRISHNA IYER: Sir, what are the conditions under which assistance is given for these projects?

SHRI SHYAM LAL YADAV: Sir, this is done by the National Dairy Development Board. The Dairy Cooperative Societies have to fulfil

certain conditionalities laid down by the NDDB. The cooperative societies in 8 districts will be given assistance mainly for processing capacities, technical inputs and milk marketing.

SHRI V.S. KRISHNA IYER: May I know as to which are the 8 major Milkshed Unions that have been converted? What is the gestation period? Actually when will they start production?

SHRI SHYAM LAL YADAV: As I said in my reply earlier, 8 districts have been appraised thoroughly and these are Bangalore, Kolar, Mysore, Mandya, Hassan, Tumkur, Shimoga and South Kanara. The total investment proposed for these dairy cooperative societies is Rs. 54.95 crores.

### **Fixation of Prices of Agricultural Commodities**

\*219. SHRI UTTAM RATHOD: Will the Minister of AGRICULTURE be pleased to state.

(a) the criteria taken into consideration for fixing the prices of different agricultural commodities from time to time;

(b) whether there is any co-relation between the agricultural prices fixed and the increase in the general price index and the retail price index numbers;

(c) whether there is any system of fixing different prices for different regions of the country in respect of different commodities keeping in view the conditions of the respective regions; and

(d) if not, the reasons therefor?

[Translation]

THE MINISTER OF AGRICULTURE (SHRI BHAJAN LAL): (a) A statement is given below.

(b) The Commission for Agricultural Costs and Prices while recommending procurement/support prices takes into account a number of important factors including the trends in market prices.

(c) and (d). Uniform procurement/support prices are fixed for the whole country. This encourages crop specialisation and optimum use of resources.

### **Statement**

The Commission for Agricultural Costs and Prices (CACP) while recommending the price policy for different agricultural commodities takes the following criteria into account:—

1. Cost of Production
2. Changes in input prices
3. Input-Output price parity
4. Trends in market prices
5. Demand and supply
6. Inter-crop price parity
7. Effect on industrial cost structure
8. Effect on general price level
9. Effect on cost of living
10. International market price situation
11. Parity between prices paid and prices received.

[English]

SHRI UTTAM RATHOD: Sir, the hon. Minister has given eleven criteria and in none of these, it has been assured that the social needs of the agriculturists or farmers will be taken care of, while the Fourth Pay Commission mentions that the salaries of the Government servants

and wages of the Class IV and others should be fixed in such a way that social needs and also the standard of living of those people is guaranteed.

May I know, in all these eleven criteria, where is the existence of this particular clause, i.e. social needs and standard of living? How do you assure the standard of living to the agriculturists?

MR. SPEAKER: The Question Hour is over now.

### WRITTEN ANSWERS TO QUESTIONS

[English]

#### Rural Drinking Water Schemes

\* 208. SHRI H.B. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) the target fixed under the Accelerated Rural Water Supply Programme (ARWSP) for supply of drinking water in problem villages;

(b) the number of villages covered,

State-wise so far under the scheme; and

(c) the number of villages, State-wise likely to be covered during the remaining period of the Seventh Five Year Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY) (a) At the beginning of Seventh Five Year Plan i.e. as on 1.4. 85 there were 1,61,722 problem villages in the country to be covered with safe drinking water facilities under the State Sector Minimum Needs Programme (MNP) and the Centrally Sponsored Accelerated Rural Water Supply Programme (ARWSP).

(b) and (c). The number of problem villages covered State-wise so far and the number of problem villages State-wise likely to be covered during the remaining period of the Seventh Five Year Plan is given below:—

Sl. No.	State/UT	Out of 1,61,722 'No Source Problem Villages'	
		No. of villages covered as per reports received upto 31.1.1989	No. of villages likely to be covered during remaining period of 7th Plan (Feb. 89 to March 90)
1	2	3	4
1.	Andhra Pradesh	15766	68
2.	Arunachal Pradesh	391	—
3.	Assam	5436	4134
4.	Bihar	8232	967
5.	Goa	35	3
6.	Gujarat	4096	815
7.	Haryana	1740	574
8.	Himachal Pradesh	2031	705

\* Expenditure figures are awaited.

1	2	3	4
9.	Jammu & Kashmir	1560	699
10.	karnataka	5410	—
11.	Kerala	61	27
12.	Madhya Pradesh	13884	830
13.	Maharashtra	4096	1078
14.	Manipur	573	289
15.	Meghalaya	1421	1284
16.	Mizoram	286	262
17.	Nagaland	366	209
18.	Orissa	10988	3455
19.	Punjab	958	500
20.	Rajasthan	5478	1832
21.	Sikkim	85	36
22.	Tamil Nadu	2235	2647
23.	Tripura	2015	878
24.	Uttar Pradesh	37390	6516
25.	West Bengal	5930	—
26.	A & N Islands	40	—
27.	Chandigarh	—	—
28.	D & N Haveli	—	—
29.	Daman & Diu	—	—
30.	Delhi	—	—
31.	Lakshadweep	11	—
32.	Podicherry	53	—
Total		130567	27808**

\* Expenditure figures are awaited.

The States / UTs are not availing the facility under the Scheme

### Food Processing Industries

\*210. SHRI M. V. CHANDRASEKHARA MURTHY:  
SHRI MOHANBHAI PATEL:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Prime Minister has stressed the need to set up more food processing industries in the country to tackle fast growing unemployment;

(b) if so, the details of the food processing units set up in the country during 1988-89 in public, private and cooperative sectors, State-wise;

(c) the new units proposed to be set up during the remaining period of the Seventh Five Year Plan;

(d) whether the units are being set up in the interior backward areas or only in urban industrial centres; and

(e) the items of food which are being processed in these units?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI JAGDISH TYTLER) (a) to (e). One of the main objectives of the Ministry of Food Processing Industries is to create increased job opportunities in the rural areas, with particular reference to weaker and unemployed youth through a network of processing units in the various States.

A statement indicating details of Letter of Intents granted during the



year 1988-89 (April to December, 1988) for the manufacture of various items pertaining to 'Scheduled Industry-Food Processing Industries' is laid on the Table of the House. [Placed in Library see No LT-7498/89]

Government have not fixed any target for setting up of new units during the remaining period of the Seventh Five Year Plan. However, the number of new units to be set up in different sectors, their location and items of manufacture will depend upon several factors like availability of raw materials, other infrastructural facilities etc.

### Rice Production

\*212. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether production of rice has increased under the Special Rice Production Programme;

(b) if so, the details thereof;

(c) whether the target of production of rice for 1989 and 1990 has been fixed for different States; and

(d) if so, the details thereof?

THE MINISTER OF AGRICULTURE (SHRI BHAJAN LAL): (a) and (b). Yes, Sir. The Special Rice Production Programme was launched from 1985-86. The average annual production of rice in the 6 Eastern States covered under the Special Rice Production Programme has increased to 332.1 lakh tonnes during the triennium ending 1987-88 as compared to 282.5 lakh tonnes during the triennium ending 1984-85,

(c) and (d). Yes, Sir. The Statewise target of production of rice for 1988-89 and 1989-90 are:—

State	(Lakh tonnes)	
	1988-89	1989-90 (Provisional)
Assam	30.00	32.00
Bihar	61.00	66.00
Madhya Pradesh	53.00	56.00
Orissa	55.00	56.00
Uttar Pradesh	89.00	93.05
West Bengal	87.00	91.00

### Taking Over of Visit

\*214. SHRI VEERENDRA PATIL: SHRI T. V. CHANDRA, 00 — SHEKHARAPPA:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government of India and the Steel Authority of India Limited have examined the offer and the concession proposed by the Karnataka Government for taking-over of Vishwesevaraya Iron and Steel Limited;

(b) if so, the outcome thereof;

(c) whether Government of India have taken a decision to take over VISL; and

(d) if so, the time required to give effect to their decision?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) to (c). The Government are examining the proposal.

(d) No time frame can be indicated at this stage.

### **UNDP Assistance for Gold Mining Project in Kerala**

\*215. SHRI K.P. UNNIKRISHNAN: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the United Nations Development Programme (UNDP) assistance was provided to Government of Kerala for taking up a pilot mining project of gold deposits in the Chaliyar river;

(b) if so, the progress of the project; and

(c) if it has not made much progress, the reasons thereof?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) to (c). The UNDP programme envisaged providing of assistance to Kerala Mineral Exploration and Development Project (K M E D P), started in 1977 for conducting investigation for both primary and placer gold in the Nilambur region of Malappuram district. The investigation has enabled delineation of half a million tonnes of gold ore at an average grade of 4 grams per tonne within a depth of 100 meters at Maruda. An indicated reserve of 2½ million cubic meters of auriferous gravel at a grade of 0.10 grams per cubic meter in a stretch of 18 kms. in Punnapuzha and Chaliyer Puzha in Nilambur, Malappuram district has also been estimated. The techno-economic viability of these deposits can be established only through detailed exploration/feasibility studies and also clearance from environmental angle in the case of Maruda for which the State Government has to take further action.

### **Assistance for Deep Sea Fishing Industry**

\*216. SHRI T. BALA GOUD: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether representations have been received from various associations about the present state of fishing;

(b) if so, the suggestions made therein to assist deep sea fishing industry; and

(c) the action taken by Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI JAGDISH TYTLER): (a) to (c). Representations are received from time to time from different associations which mention their problems and also make suggestions in respect of the deep sea fishing industry. Some of the main points raised in the representations include the problem of use of outriggers by multi-purpose deep sea fishing vessels, deferment/moratorium on payment of instalments of term loans and interest in respect of deep sea fishing vessels, problems that the existing trawler operators are facing in respect of their chartering operations, etc. As and when the representations are received, the problems are examined and appropriate action taken. In respect of the suggestion relating to banning of outriggers, a Working Group has looked into the matter and its report is under consideration. SCICI takes suitable action in respect of requests for deferment/moratorium on payment of loans and interest.

### **Books/Musical Instruments Presented by ICCR**

\*218. SHRI RAJ KUMAR RAI:  
Will the Minister of EXTERNAL  
AFFAIRS be pleased to state:

(a) the names of books and musical instruments presented by the Indian Council for Cultural Relations during the last three years;

(b) whether the Council has received complaints from Indian Missions abroad that the musical instruments and several books sent to them were found to be of sub-standard quality;

(c) if so, the details thereof; and

(d) the action taken in this matter by the Council?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): (a) The names of musical instruments presented by the Indian Council for Cultural Relations during the last three years are Sitar, Harmonium, Violin, Tabla, Dholak, Ghungroo, Jhal, Chimta, Flute, Dapli, Pakhawaj, Mridangam, Sarangi, Tanpura, Israj, Chelo, Sarod, Surmandal, Khanjari, Mendoline, Banjoo, Guitar, Tar Shehnai, Metronum, Jal Tarang, Shruti Box, Drum, Santoor, Dilruba, Ek Tara and Bango. Over 2,700 titles of books were also presented during this period. The list of names of books presented is being compiled and will be laid on the Table of the House.

(b) and (c). No complaint about the books being sub-standard has been received.

In August 1987 two complaints were received from High Commission of India, Port Louis regarding:

(i) stringed instruments supplied

to the Mahatma Gandhi Institute in Port Louis; and

(ii) 100 sets of seven Indian musical instruments (700 pieces in all) supplied as first shipment against a bulk order of 1000 sets.

(d) As the musical instruments in both instances were found to have been supplied by the same firm, no subsequent order has been placed by the Council on this firm. The High Commission was also asked to send a detailed report on the defects in the instruments. Its report was received in April, 1988 but it related only to the stringed instruments supplied to Mahatma Gandhi Institute. The firm was asked to undertake remedial measures to which it has not so far complied with. Also, from August 1987 all supplies of musical instruments by the Council are being subjected to inspection by experts and elaborate procedures to ensure that no un-inspected instruments are sent abroad have been devised.

### **One Time Tax on Personalised Vehicles in Delhi**

\*220. SHRI P.M. SAYEED:

SHRIMATI D. K. BHANDARI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is a proposal to have one time tax on personalised vehicles in Delhi;

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

(c) the time by which the scheme is likely to be implemented?

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

(b) The proposal envisages the levy of one time lumpsum tax for personalised vehicles in Delhi at the initial stage of registration of vehicles instead of paying such taxes at quarterly or six monthly or annual intervals as at present.

(c) On completion of necessary legislation and other formalities.

**Declaration of Kanthan-Sarthalakote Stretch of River Chenab as National Waterway**

\*221. SHRI MOHD. AYUB KHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the twenty kilometre stretch of the river Chenab between Kanthan and Sarthalakote of district Udhampur (J & K State) has become navigable due to emergence of Salal Dam Lake of Salal Hydro-Electric Project ;

(b) whether Government propose to declare this stretch of the river Chenab as National Waterway and encourage co-operative management of ferry service ; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c). The development of Inland Waterway for navigation is the responsibility of the concerned State Government unless the waterway is declared as a National Waterway by Parliament. The relevant stretch of the river Chenab is not in the waterways identified for declaration as National Waterways. The running of ferry service also falls within the purview of State Government.

**Partial Privatisation of Public Transport in Delhi**

\*223. PROF. P.J. KURIEN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether partial privatisation of public transport in the capital has improved the transport service in the city ;

(b) if so, the facts thereof; and

(c) the effect of partial privatisation on the working results of the Delhi Transport Corporation?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c). There has been no privatisation of buses of Delhi Transport Corporation. In the passenger transport system of Delhi, certain number of private buses have been supplementing the public transport services since 1964 and this has added to the transport facilities available to the public.

**Replacement of Filtration Plants of Maharashtra**

1900. SHRI PRAKASH V. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the water filtration plants in Maharashtra have become very old and need to be replaced immediately;

(b) whether Union Government propose to extend suitable financial assistance to the State Government to undertake the job; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY) : (a) No such report has been received from Government of Maharashtra.

(b) Union Government provides financial assistance under Accelerated Rural Water Supply Scheme. The projects are prepared by the State Governments which are then approved here. No such proposal has been received yet from the State Government.

(c) Question does not arise.

[Translation]

#### States Imparting Free Education to Girls

1901. SHRI R.M. BHOYE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any complaints of education for girls is free upto the University level; and

(b) if so, the names of those States?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b), Education of girls upto Class VIII is already free in the States in Government and local body schools.

At secondary or higher secondary level, all the States except Meghalaya, Punjab and Union Territory of Delhi have made education free for girls.

Information about free education of girls at University level is not available and is being collected from the States.

[English]

#### Flood Relief Assistance to Himachal Pradesh

1902. PROF. NARAIN CHAND PARASHAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any complaints of inadequate disbursement of financial assistance on account of relief/compensation for the losses suffered to life and property during the heavy rains and floods in September, 1988 have been received from the States of Himachal Pradesh and Punjab; and

(b) if so, the details of complaints and the action taken by Union Government for redressing these grievances/complaints?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) No complaint or grievance about the administration of relief in the States of Himachal Pradesh and Punjab has been received by the Central Government from the flood affected population of these States.

(b) Does not arise.

#### Setting up of Goat Research Institute

1903. SHRI PARASRAM BHARDWAJ: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to set up Goat Research Institute in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) and (b) Sir, A Central Institute for Research on Goats has already been established at Farah, U.P.

#### **Production and Export of Garlic and Onion**

1904. SHRI LAKSHMAN MALLICK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been a bumper production of garlic and onion this year;

(b) if so, the details thereof;

(c) whether Government have also allowed the export of onion and garlic; and

(d) if so, to which countries?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Final estimates of production of garlic and onion for the current year i.e. 1988-89 fall due only after August, 1989. However, rainfall and weather conditions during the current year have generally been favourable throughout the country. According to present assessment, the production of garlic and onion during the current year is likely to be higher than the previous year's level of 2.87 lakh tonnes and 25.53 lakh tonnes respectively.

(c) and (d). The export of garlic is under OGL and is permissible to all destinations without any restriction.

Export of onion which is canalised through National Agricultural

Cooperative Marketing Federation of India Limited (NAFED) is also open to all permissible destinations. However, its export takes place mainly to Malayasia, Singapore, Gulf countries, Sri Lanka, Mauritius, Maldives, Bangladesh, Nepal and occasionally to Russia.

#### **Scholarships for 'Fine Arts'**

1906. PROF. MADHU DANDVATE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether 'Fine Arts' is considered as one of the sub-disciplines of 'Design' by various Schools of Design abroad;

(b) if so, whether Government propose to substitute the term 'Fine Arts' with 'Design' in the scholarship schemes offered by various countries for Master's studies abroad; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

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

#### **Closure of Talcher Fertilizer Unit**

1907. SHRIMATI JAYANTI PATNAIK : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Fertilizer Unit functioning at Talcher in Orissa was closed down;

(b) if so, the reasons therefor;

(c) whether it has restarted functioning; and

(d) if so, the details thereof and the rate of production at present?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU) (a) to (c). The fertiliser plant at Talcher of the Fertiliser Corporation of India Ltd. (FCI) was shut-down on 1st May, 1988 for annual maintenance jobs. The shut-down period was extended to attend to rectification of defects found during inspection and diagnostic survey. The repair of the critical sections had to be carried out and the leaky Heat Exchangers of the Synthesis Gas Compressors retubed. The Plant restarted on 30th December, '1988.

(d) During January, 89, the Plant produced 17,101 MTs of Urea. It is still facing power limitations due to restriction imposed by Orissa State Electricity Board (OSEB). However, production is expected to pick up in the coming months.

#### UGC Grants to Colleges under Burdwan University

1908. SHRI ANIL BASU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether University Grants Commission sanctioned grants for extension of college building, construction of professors' quarters, students' hostels, Laboratories for science subjects Libraries, etc. for colleges under Burdwan University, West Bengal; and

(b) if so, the names of the colleges and the amount of funds released so far, itemwise?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) (a) and (b). Yes, Sir. The details about the grants sanctioned to the colleges under Burdwan University and funds released so far, are given in the statement below. Grants would be released to the remaining colleges on receipt of the required information/documents from the colleges.

#### Statement

*Grants Sanctioned to Burdwan University College towards Building Project under UGC Development Scheme during VIIth Plan Period*

S. No.	Name of the College	Name of the Building	Estimated Cost	UGC Share	Amount released
1	2	3	4	5	6-
1.	Abhedananda Mahavidyalaya, Sainthai, Distt. Birbhum.	Construction of Class room	2,00,000/- 2,00,000/-	1,00,000/- 1,00,000/-	—
2.	Bankura Zilla Saradamani Mahila Mahavidyapith, Bankura	Construction of Staff Qrs. of class Room	3,20,000/-	1,60,000/-	Rs. 40,000/- is being released

1	2	3	4	5	6
3.	Bidhan Chandra College Asansol, Distt. Burdwan	Extension of Class Room/Laboratory	6,58,012/-	3,20,000/-	—
4.	Birbhum Mahavidyalaya, P.O. Suri, Distt. Birbhum	Construction of Lab. Library	3,81,326/-	1,60,000/-	—
5.	Bolpur College, Bolpur, Distt. Birbhum	Extension of Class Room/Lab/Library	6,40,480/-	2,80,000/-	—
6.	Burdwan Raj college, Burdwan	Extension of Class Room	4,10,000/-	2,00,000/-	—
7.	Chandidas Mahavidyalaya P.O. Khujtipara	Men Students Hostel	2,81,562/-	1,40,781/-	—
8.	Hooghly women's College	Extension of Class Room	4,24,350/-	2,12,175/-	—
9.	Kalna College, Kalna Distt. Burdwan	Extension of Class Room	7,38,712/-	3,20,000/-	—
10.	Krishna Chandra College, Hetampur, Distt. Birbhum	Extension of Laboratories	5,13,200/-	2,00,000/-	—
11.	Khalisani Mahavidyalaya, Khalisani, Distt. Hooghly	Construction of Extension of Class Room	4,54,220/-	2,00,000/-	—
12.	Raghunathpur College, Raghunathpur, Distt. Purulia	Extension of Class room/ Lab.	4,00,000/-	2,00,000/-	—
13.	Raja Ram Mohan Roy Mahavidyalaya	Construction of Class Room/Library/Lab.	5,60,423/-	2,00,000/-	—
14.	Ramananda College, Bishnupur, Bankura	Women Hostel	2,04,000/-	1,53,000/-	—
15.	Raniganj Girls College, P.O. Raniganj	Construction of Class Room	3,30,000/-	1,30,061/-	—
16.	Rabindra Mahavidyalaya, P. O. Champadanga, Distt. Hooghly	Construction of Extension of Class Room/Lab./ Library	4,25,000/-	2,00,000/-	—
17.	Saldiha College	Teachers' Hostel	6,64,781/-	2,80,000	2,20,000
18.	Shambhu Nath College, Labpur Distt. Birbhum	Extension of Class Room / Library	5,60,000/-	2,80,000/-	—
19.	Sree Gopal Banerjee College, Hooghly	Construction of Library building	3,99,000/-	2,80,000/-	—
20.	Sri Rama Krishna Sarada Vidya-Mahapitha, Distt. Hooghly	Construction of Library Building	3,60,000/-	2,70,000/-	—
21.	Syam Sunder College, Syam Sunder, Distt. Burdwan	Construction of Extension of Class Room	5,60,000/-	2,80,000/-	—
22.	Trivenidevi Bhalotia College, Raniganj, Distt. Burdwan	Construction of Men's Student Hostel	6,25,936/-	3,12,968/-	—
23.	Vivekananda Mahavidyalaya, P.O. Haripal	Extension of Class Room	5,24,300/-	2,62,150/-	—
24.	Durgapur Govt. College, Durgapur	Construction of Libra- ry Building	5,72,000/-	2,80,000/-	—
25.	Durgapur Women College, P.O. Durgapur, Distt. Burdwan	Construction of Staff Quarters	6,59,970/-	2,80,000/-	70,000/-
26.	Khatra Adhibasi Mahavidyalaya	Extension of Class Room	4,86,550/-	2,00,000/-	—



### Promotion of Sports in Maharashtra

1909. SHRI VIJAY N. PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount sanctioned to Maharashtra during the last three years, year-wise to promote sports and the amount likely to be spent during 1988-89;

(b) whether there is great difference in the amount spent in various States for promotion of Sports ; and

(c) if so, the steps contemplated to allocate more funds to Maharashtra specially for rural sports?

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) Under the scheme of 'Grants to State Sports Councils, etc.,' the following amount has been released to Maharashtra for creation of sports infrastructure. This includes the first instalment of grant released in respect of projects approved in the same year, as well as the release of second and subsequent instalments of grants for

the projects approved in preceding years:—

Year	Amount released
1985-86	Rs. 13,76,235
1986-87	Rs. 42,75,000
1987-88	Rs. 95,91,250

The amount released to Maharashtra in the year 1988-89 so far is Rs. 43,72,725. It is not possible to say as to what amount is likely to be released to Maharashtra under this scheme in 1988-89 as the same depends upon the receipt of viable sports infrastructure projects from Govt. of Maharashtra for granting of central financial assistance and on submission of Utilisation Certificates of grants already released for claiming of second and final instalment of assistance.

(b) The assistance released to various States depends upon the receipt of viable sports infrastructure projects from the State Govts. A statement showing release of grants State-wise for the last three years is given below

(c) The funds are not being allocated state-wise under the aforesaid scheme. The release of assistance depends upon fresh viable proposals received from the State Govts. and on submission of Utilisation Certificates of the past assistance already released in preceeding years. In case Maharashtra wants to have more funds, they must submit more proposals / Utilisation Certificates accordingly.

### Statement

*Grants Released to States / U.Ts for Development of Sports Infrastructure during 1985-86, 1986-87 and 1987-88*

S.No.	State / U.T.	1985-86	1986-87	1987-88
1	2	3	4	5
1.	Andhra Pradesh	41,000	19,04,300	26,02,500
2.	Assam	2,12,000	26,96,000	28,55,300
3.	Bihar	1,39,650	12,50,000	10,00,000
4.	Gujarat	8,38,200	15,05,000	11,06,250
5.	Goa	—	74,200	80,58,375
6.	Haryana	5,60,500	34,53,000	28,20,250
7.	Himachal Pradesh	7,30,400	28,11,200	29,07,500
8.	Jammu & Kashmir	77,000	18,59,450	19,21,890
9.	Karnataka	1,31,700	38,76,950	7,57,250
10.	Kerala	—	1,32,43,500	1,17,72,000
11.	Madhya Pradesh	10,55,000	35,54,000	8,99,000
12.	Maharashtra	13,76,235	42,75,000	95,91,250
13.	Manipur	2,75,500	6,87,000	10,26,440
14.	Meghalaya	17,22,800	43,13,000	5,91,750
15.	Mizoram	15,00,000	56,91,000	77,19,000
16.	Nagaland	7,50,000	14,75,000	6,25,000
17.	Orissa	15,43,500	76,80,900	24,60,500
18.	Punjab	37,60,150	58,33,000	25,00,000
19.	Rajasthan	20,03,765	37,33,900	77,04,537
20.	Sikkim	14,40,000	6,73,500	—
21.	Tamilnadu	5,34,850	37,73,225	20,62,500
22.	Tripura	1,25,000	19,00,000	75,000
23.	Uttar Pradesh	20,45,500	1,68,82,500	52,50,000
24.	West Bengal	2,91,250	4,45,08,700	5,63,42,620
25.	Arunachal Pradesh	18,000	—	6,64,450
26.	Daman & Diu	—	—	30,34,000
27.	Dadra & Nagar Haveli	—	—	—
28.	Chandigarh	1,80,000	—	20,00,000
29.	Andaman & Nicobar Islands	—	62,000	62,000
30.	Pondicherry	—	40,000	—
31.	Delhi	—	2,50,000	14,66,000
32.	N.S.N.I.S.	—	1,00,00,000	1,00,00,000
TOTAL		2,13,60,000	14,79,16,325	14,98,75,362

### Bridges under construction in Goa

1910. SHRI SHANTARAM NAIK:  
Will the Minister of SURFACE

TRANSPORT be pleased to state.

(a) the number and names of the bridges in the Central Sector which

are under construction in Goa;

(b) the agencies which are building each of those bridges; and

(c) the details in respect of the cost of each bridge, expenditure incurred so far and the date by which each of the bridges is likely to be completed?

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

(a) to (c) There are 4 major bridges under construction in Goa. Names of construction agencies, cost, expenditure incurred and likely date of completion are given in the statement below.

### Statement

Sl. No.	Name of the bridge	Name of construction agency	Sanctioned cost (Rs. lakhs)	Expenditure incurred upto 1/89	Likely date of completion
1.	2.	3.	4.	5.	6.
1.	Colvale bridge (NH 17)	Contract of National Project Construction Corporation terminated on 5.12.87. New agency is being fixed.	270.37	237.03	4 / 91
2	Sindao bridge (NH 17)	M / S Gharpure Engineers Ltd.	63.65	61.51	6 / 89
3.	New Mandovi bridge (NH 17)	M / U.P. State Bndge Corporation	1163.06	671.42	3 / 90
4.	Old Mandovi bridge (NH 17)	M / S Gammon India Ltd.	596.00	110.08	7 / 90

### Biological Control of Pests

1911. DR. G. VIJAYA RAMA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government are committed to promotion of Biological Control of Pests in place of chemical pesticides;

(b) the number and value of biological control agents produced and sold, year-wise during the last three years; and

(c) the estimated requirement of these agents in the country and the time by which the requirement will be fully met?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) Government encourages Biological Control as one of the non-chemical methods of pest control.

(b) The number of Biological Control agents, produced by the 11 Central Biological Control Stations, year-wise during the last 3 years is as follows:—

Year	No.
1985-86	240 millions
1986-87	406 millions
1987-88	492 millions

These are distributed free of cost to cultivators in the project areas.

(c) Biological Control agents are specific to crops and pests. Their efficacy depends on biotic and abiotic factors; these factors are dynamic. So no specific requirements in respect of biological control agents could be targetted.

#### **Educational Planning with Man Power Planning**

1912. SHRI JAGANNATH PATNAIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have made special efforts to coordinate educational planning with man power planning in the country on the eve of Eighth Plan; and

(b) If so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b) Yes Sir, The Department of Education has set up National Technical Manpower Information System (NTMIS) which will interact with the recently established Technology Information Forecasting and Assessment Council (TIFAC) to ensure better co-ordination between Educational Planning and Manpower Planning in the country.

#### **GPF / CPF Accounts of Teachers of Delhi Administration Schools**

1913. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the steps taken by Government to update the GPF / CPF accounts of teachers of schools taken over by Delhi Administration from Municipal Corporation of Delhi in 1970; and

(b) the time by which these accounts would be finalised?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b). As per Delhi Administration, balances received from MCD by cheques have already been credited by Delhi Administration to the concerned subscriber's GPF / CPF accounts. Upto date postings have also been made and annual statements for 1987-88 issued.

### **Aluminium Development Promotion Council**

1914. SHRI K. RAMAMURTHY: Will the Minister of STEEL AND MINES be pleased to state:

(a) the number of meetings held by the Aluminium Development Promotion Council since its inception on 11 March, 1987 and the details of main suggestions / recommendations made to Government by the Council so far; and

(b) the action taken by Government thereon?

THE MINISTER OF STEEL AND MINES (SHRI M. L. FOTEDAR): (a) and (b). Government constituted Aluminium Development and Promotion Council in order to generate greater sense of national involvement in the problems and prospects of the aluminium industry. The council discussed a wide range of issues relating to the aluminium industry in its meeting held on 18.6.87. Various Associations / Federations of aluminium industry who are members of the Council, have also been maintaining regular interaction with the Government at various levels, from time to time.

The Council generally discussed issues regarding the progress of the establishment of Aluminium Research and Design Centre, promotion of aluminium in winding wires and All Aluminium Alloy Conductors, export promotion, excise duty structure, abolition of State electricity duty on captive power plants, supply of power to aluminium smelters from power generated by National Thermal Power Corporation as also energy conservation. It had also been agreed that the distribution control on Electrical Conductor (EC)

grade metal should be reviewed after NALCO goes into production.

### **National Council of Higher Education**

1915. SHRI SYED SHAHABUDDIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the progress made towards the setting up of the proposed National Council of Higher Education;

(b) whether the State Governments have been consulted on the composition of the Council and on the selection of its members; and

(c) whether the rules regarding working of the Council have been finalised?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (c) As envisaged in the National Policy on Education, 1986, consultations were held with the concerned Ministries / Departments and other National Agencies concerned with Higher Education to work out details for establishment of a National Council of Higher Education. On the basis of these consultations, a proposal to set up a National Council under a Resolution of the Government of India was formulated. However, before the proposal could be finalised, doubts were expressed whether the proposed Council to be set up under a resolution could effectively coordinate policies, programmes and activities of a number of agencies, many of which have a statutory status. Doubts were also expressed about the utility of a

coordinating mechanism. It is, therefore, proposed to review the whole matter with a view to identify specific areas of coordination and to evolve precisely formulated powers and functions so that the proposed body can effectively function. Since the coordination involved concerns only the National Agencies, Ministries and Departments of the Government of India, no consultation with the State Governments, is envisaged.

### **Development of Education in the Border Areas**

1916. SHRI VIRDHI CHANDER JAIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of progress made so far in regard to Border Area Education Development Programme in border districts; and

(b) the details of the places in border areas where Operation Black Board has been started and whether all necessary equipments have been provided therein?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) The Border Area Development (Education) Programme at present covers four border States of Gujarat, Rajasthan, Punjab and Jammu & Kashmir. The

focus of the programme is on education, which is critical input for the development of border areas. The emphasis is laid on overall human resource development. The efforts made under this programme are a supplement to the States educational development programmes. Construction of additional class-rooms, laboratories, toilets, hostels, staff quarters, etc. for primary, upper-primary, secondary and higher secondary schools; gymnasium halls; sheds for vocational courses; opening of new primary, upper primary and secondary schools; youth centres, provision of sports equipment; Library books and equipment; - minimum essential facilities, additional teachers, etc., establishment of new Polytechnics and ITIs and strengthening of existing ones, activities related to art and culture and youth and sports have been sanctioned under this programme.

Statement I showing the administrative approvals given and the grants released for various activities for the year 1987-88 and 1988-89 (till date) to four States under Border Area Development (Education) Programme is given below.

(b) The Scheme of Operation Blackboard is also covered under the Programme, which is applicable to 79 Border Blocks of four States, whose names are given in the Statement II below. The Scheme is being taken up for implementation in these blocks in a phased manner.

**Statement I**

1987-88	Amount for which Administrative approval	Grants released
(Rs. in L A K H S)		
Gujarat	385.71	355.69
Rajasthan	849.91	738.17
Punjab	859.45	523.95
Jammu and Kashmir	1558.19	882.19
	<u>3653.26</u>	<u>2500.00</u>
1988-89		
Gujarat	544.00	520.00
Rajasthan	1238.00	659.00
Punjab	1744.00	920.00
Jammu and Kashmir	2543.00	1170.00
	<u>6069.00</u>	<u>3269.00</u>

**Statement II**

S.No.	Name of the States	Name of Districts	Name of Blocks
1	2	3	4
1	Jammu and Kashmir	1 Baramulla 2 Kupewara 3. Leh 4 Kargil 5 Poonch 6 Rajouri 7. Jammu 8 Kathua 9 Badgam	1 R S.Poora 2. Khour 3 Ghagwal 4 Sunderbani 5 Mendhar 6. Boniyar 7. Uri 8 Tenghadar 9 Kargil 10. Drass 11. Akhnoor 12. Marh 13 Satwari 14. Vijaypur 15. Bishnah 16 Samba 17. Kathua 18. Hiranagar 19. Bamoti 20. Nowshera 21. Maniakot 22. Rajouri 23 Balakot 24. Poonch

1	2	3	4
			25. Kralpora 26. Mandi 27. Trehgam 28. Kupewara 29. Sogam 30. Langate 31. Gurez 32. Teng marg 33. Baramulla 34. Khag 35. Shakar Chiktan 36. Khalsi 37. Nobra 38. Rajwar 39. Ramhall 40. Dangiwacha 41. Rohama
2.	Gujarat	1. Kuchchh 2. Banaskantha	1. Bhuj 2. Bhachau 3. Lakhsat 4. Abdasa 5. Rapar 6. Anjar 7. Nakhatrana 8. Santalpur 9. Vav
3.	Rajasthan	1. Bikaner 2. Jaisalmer 3. Sri Ganganagar 4. Barmer	1. Bikaner 2. Kolayat 3. Jaisalmer 4. Sum 5. Barmer 6. Shiv 7. Chohtan 8. Dohrimana 9. Ganganagar 10. Anupgarh 11. Raisinghnagar 12. Padampur 13. Karnpur
4.	Punjab	1. Ferozepur 2. Amritsar 3. Gurdaspur	1. Ferozepur 2. Guru Har Sahai 3. Fazilka 4. Jalalabad 5. Khuian Sarwar 6. Gurdaspur 7. Kalanaur 8. Dina Nagar 9. Narot Jamal Singh 10. Bamial 11. Dera Baba Nanak 12. Vaitoha 13. Gadiwind 14. Bhikhiwind 15. Ajnala 16. Choganwan



### **Amount allocated to Kerala under Jeevan Dhara Scheme**

1917. SHRI P.A. ANTONY: Will the Minister of AGRICULTURE be pleased to state:

(a) the amount allocated to Kerala to dig wells under the 'Jeevan Dhara' scheme;

(b) The amount utilised during 1988-89 by Kerala; and

(c) whether Kerala State Government has diverted the funds to other schemes?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) Government of Kerala have opted out of the Million Wells Scheme ('Jeevan Dhara') launched as sub scheme of National Rural Employment Programme (NREP) and Rural Landless Employment Guarantee Programme (RLEGP) during the year 1988-89 on the grounds of the schemes not being found suitable for Kerala.

(b) Question does not arise.

(c) The funds allocated for Million Wells Scheme out of NREP and RLEGP allocations have been allowed to be utilised on, other normal works under these programmes. Kerala Government has asked its field agencies to spend the earmarked funds of Million Wells Scheme for sinking open wells, providing irrigation facilities to members of SCs/STs who may be below the poverty line or taking up any other schemes which may be beneficial to the poor amongst SCs/STs (in that order).

### **Setting up of Natural Gas Fertiliser Factory In Andhra Pradesh**

1918. SHRI K. RAMACHANDRA REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether in view of the enormous oil deposits found in Krishna Godavari basin Government propose to set up a fertiliser factory in Andhra Pradesh to make use of the Natural Gas found in Andhra Pradesh; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILISERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU): (a) Krishna-Godavari onshore basin is still under delineation and the exact hydrocarbon potential will be known only after delineation is complete. A commitment in principle has already been made for supplying gas to a fertiliser plant at Kakinada.

(b) Does not arise.

### **Meeting of Revenue Ministers**

1919. DR. G. S. RAJHANS:  
SHRI SHANTILAL PATEL:  
SHRI S. B. SIDNAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether a conference of the Revenue Ministers was held in December, 1988;

(b) if so, the main suggestions made at the conference; and

(c) the number of suggestions which have been accepted by Government and the steps being taken to implement them?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) to (c) A conference of Revenue Ministers was held on 20th December, 1988. This conference reviewed the progress of implementation of various land reforms measures. The consensus arrived at in the conference has reiterated the suggestions and recommendations on various points contained in consensus of earlier conferences held in 1985 and 1986 besides those covering certain other aspects of various land reforms measures, revenue administration, land records management etc.

The conference specifically supported the proposal to constitute a National Land Revenue Commission to comprehensively look into various aspects of reorganisation of the Revenue Administration besides welcoming the idea of setting up a National level institution to undertake on a continuing basis research and evaluation of land reform programmes.

In order to give a sharper thrust to certain area of land reforms programmes in the 8th Plan, the conference suggested that identification of informal tenants and share-croppers and bringing them on record with a view to confer rights on them, detection of cases of tribal land alienation and restoration of alienated land to them, allotment of land to women beneficiaries, verification of possession over land in respect of allottees under different land allotment programmes, providing development assistance to

SC/ST allottees of land and also organisation of rural poor should be taken up on a target basis.

Since land is a State subject further action in pursuence of most items of this consensus has to be taken by the State Governments.

No decision has yet been taken in respect of some items in the consensus which relate to the Central Government.

#### **Damage to pedestrian path on Nizamuddin bridge**

1920. SHRI G. BHOOPATHY:  
SHRI A. J. V. B. MAHES  
WARA RAO:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a portion of the pedestrian path on the Nizamuddin bridge over 'Yamuna' gave way recently;

(b) if so, when the damage was caused and the loss incurred;

(c) whether any inquiry has been conducted to find out the causes of the collapse;

(d) if so, the findings thereof;

(e) the authorities who constructed the bridge; and

(f) the steps taken to rectify the defects and the time by which the repair of the bridge will be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). Yes, Sir. About 12 m length of footway on one side of the bridge collapsed on the 9th February, 1989.

(c) and (d) Yes, Sir. The examination of the enquiry report has not been completed.

(e) Central Public Works

Department got the bridge constructed.

(f) P.W.D., Delhi Administration has been advised to carry out detailed special inspection after which proposals for carrying out repair works will be finalised.

[Translation]

### **Funds for school buildings in Uttar Pradesh**

1921. SHRI RAM PUJAN PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to sanction additional funds for construction of school buildings in backward areas of Uttar Pradesh under new education policy;

(b) if so, the details thereof; and

(c) by what time the funds would be sanctioned?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) to (c). The responsibility for constructing school buildings as required under the National Policy on Education or schemes thereunder rest with the State Governments, who raise the necessary funds from different sources including NREP/RLEGP, Finance Commission Awards, their own Plan outlays, etc.

[English]

**Import of seeds under OGL**  
1922. SHRI SATYA GOPAL MISRA:

SHRI MANJK SANYAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the new seed policy provides for import of vegetable and flower seeds under Open General Licence;

(b) whether there are adequate quarantine and fumigation facilities in the country for the purpose; and

(c) if not, the measures proposed to be taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) Yes, Sir.

(b) and (c). The existing quarantine and fumigation facilities at existing plan quarantine and fumigation stations need strengthening to handle the expected additional imports. For this purpose, a scheme has been drawn to strengthen these Stations through provision of modern equipment, infrastructural facilities and suitable manpower.

### **Anganwadi schools**

1923. SHRI M. RAGHUMA REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Anganwadi schools sanctioned and the number of them functioning at present;

(b) the details of staff, pay structure etc. of Anganwadi teachers; and

(c) whether there is any proposal

to enhance their pay scales, if not, the reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) to (c). A statement is given below.

#### Statement

##### Anganwadi Schools

Presumably, reference is to the Anganwadi Centres and functionaries of the Integrated Child Development Services (ICDS) Scheme.

2. The administrative unit of an ICDS project is generally a block in rural areas and a group of slums/wards in urban areas. An ICDS project generally has the following functionaries:—

(a) Child Development Project Officer (CDPO)	One
(b) Statistical Assistant	One
(c) Assistant	One
(d) Clerk-cum-typist	One
(e) Driver	One
(f) Peon	One
(g) Supervisors	3-5
(h) Anganwadi Workers	50-100
(i) Helpers	50-100

Large-sized ICDS projects have also Assistant/Additional CDPOs and additional ministerial hands and peons.

Functionaries at (h) and (i) above are voluntary, part time, honorary workers, belonging to the local community. Other functionaries are regular employees of the State Governments/Union Territory

Administrations, through whom the ICDS Scheme is being administered.

3. Functionaries at (a) to (g) of para 2 above get salary as per State Governments' rules. For honorary workers at (h) and (i) of para 2 above, the following scales of honoraria have been prescribed:—

##### (a) Anganwadi Workers

(i) Matriculate—Rs. 275 per month

(ii) Matriculate, with 5 years experience as anganwadi worker—Rs. 300 per month

(iii) Matriculate with 10 years experience as anganwadi worker—Rs. 325 per month

(iv) Non Matric (including semi literate/illiterate)—Rs. 225 per month

(v) Non Matric with 5 years experience as anganwadi worker—Rs. 250 per month

(vi) Non Matric with 10 years experience as anganwadi worker—Rs. 275 per month

(b) Helper—Rs. 110 per month

4. The scales of honoraria are reviewed from time to time and revised upward. The last review was made in 1986 and the consequential scales, given in para 3 above, are effective from 1.7.1986. No further enhancement is envisaged in the immediate future, in view of the revision made less than 3 years ago.

5. Upto 31.3.1988, 1520 Centrally-sponsored and 218 State-Sector ICDS projects had been sanctioned. They involved 1,89,068 anganwadi centres. An ICDS project generally takes about 18-24 months to become fully operational. As such, none of the 216 Centrally-sponsored ICDS projects, sanctioned in 1988-89, is expected to have become operational by now.

6. As per reports for December 1988, received from 1571 (1398 Centrally-sponsored and 173 State Sector) ICDS projects, 1,72,403 anganwadi workers had been appointed in these projects.

#### Losses of Hindustan Shipyard Ltd.

1924. SHRI BHATTAM SRIRAMA MURTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total investment made by the Government in Hindustan Shipyard Limited so far;

(b) the losses suffered by the Shipyard during 1987-88 and 1988-89;

(c) the accumulated losses and the net worth of the Shipyard; and

(d) the reasons for continuously heavy losses?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) the total investment made by government as equity including the advance towards Share Capital is Rs. 63.44 crores besides loans amounting to Rs. 62.90 crores.

(b) the losses suffered by the Shipyard are as indicated below:

1987-88	Rs. 36.90 crores
1988-89 (estimated)	Rs. 42.74 crores

(c) The accumulated loss incurred by the Shipyard as on 31.3.88 is Rs. 147.23 crores. The net worth as on 31st March, 1988 is (-) Rs. 101.59 crores.

(d) The major reasons for losses are:

- (i) Cost-price gaps constructed;
- (ii) Heavy interest burden;
- (iii) Higher cost of indigenous inputs;

- (iv) Long delivery schedules; and
- (v) Low productivity.

[Translation]

#### Conference on banning of chemical weapons

1925. SHRI VILAS MUTTEMWAR:

SHRI SARFARAZ AHMAD:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a conference was held in Paris in January, 1989 to mobilise world opinion in favour of banning chemical weapons;

(b) if so, the decisions taken therein; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Yes, Sir; a Conference on the Prohibition of chemical Weapons bringing together States Parties to the Geneva Protocol of 1925 and other interested States was held in Paris from 7 to 11 January' 1989.

(b) In the Final Declaration of the Conference the participating States (i) affirmed commitment not to use chemical weapons and recognised the importance of the continuing validity of the Geneva Protocol of 1925; (ii) solemnly reaffirmed the prohibition as established in it; (iii) called upon all States which had not yet done so, to accede to the Protocol; (iv) stressed the necessity of concluding, at an early date, a Convention on the prohibition development, production, stockpiling and use of chemical weapons and on their destruction; (v) called on the Conference on Disarmament in Geneva to redouble its efforts, as a

matter of urgency, to resolve expeditiously the remaining issues and to conclude the Convention at the earliest date.

(c) Government welcomes that the Paris Conference was able to impart a political impetus to the ongoing negotiations in the Conference on Disarmament in Geneva so as to enable an early conclusion of a chemical weapons Convention.

#### **Loan for Foodgrains to the farmers**

1926. SHRI SARFARAZ AHMAD:  
SHRI G. BHOOPATHY:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have introduced a new scheme called "Loan for Foodgrains to the farmers";

(b) if so, the details of scheme and names of the districts where it has been introduced; and

(c) the number of farmers and amount of loan advanced, State-wise, so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b): Yes, Sir. A scheme called Produce (Marketing) Loan Scheme has been introduced from December 1988 on a pilot basis in one specified district in each of the 14 States covered under the Special Foodgrains Production Programme. The details of the scheme and names of the specified districts are given in the statement below.

(c). Loans amounting to Rs. 1.13 lakhs have so far been advanced to 13 farmers in Haryana.

#### **Statement**

The scheme provides that loans will be available to those farmers who have availed themselves of crop loans from credit institutions for raising paddy, wheat, groundnut, rapeseed/mustard, Bengal gram/ chana and arhar/tur which should not be overdue for repayment. The quantum of loan would be twice the amount of crop loan taken by the farmers or 75% of the value of the produce hypothecated with the financing bank at Government announced procurement prices, whichever is less, subject to a maximum of Rs. 10,000 per individual. The rate of interest would be the same as applicable to crop loan and the repayment period would be six months from the date of its disbursement.

The scheme has been introduced in the following district:

---

S.No.	Name of the State	Name of the district
1.	Andhra Pradesh	West Godavari
2.	Assam	Nowgaon
3.	Bihar	Rohtas
4.	Gujarat	Balsad
5.	Haryana	Hissar
6.	Karnataka	Dakshin Kanada
7.	Maharashtra	Bhandara
8.	Orissa	Sambalpur
9.	Madhya Pradesh	Raipur
10.	Punjab	Amritsar
11.	Rajasthan	Sri Ganganagar
12.	Tamil Nadu	Tanjavaur
13.	Uttar Pradesh	Sultanpur
14.	West Bengal	Burdwar.

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[English]

**Shortage of Phosphatic Fertilizers**

1927. SHRI C. MADHAV REDDI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government are aware of the shortage for phosphatic fertilizers in the country due to short supply of raw material; and

(b) if so, the steps taken to import phosphoric acid to relieve the shortage of raw-material?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU) (a) and (b) At present, there is no shortage of phosphatic fertilizers in the country. However, there is short supply of phosphoric acid in the country for production of DAP fertilizer. Efforts are being made to meet the demand for Phosphoric Acid in the country through imports.

**Indian observers for Sri Lankan Parliamentary polls**

1928. SHRI P. KOLANDAIVELU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government has sent any observer for the recently concluded Parliamentary elections in Sri Lanka; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b). The Sri Lankan Government had invited independent observers from friendly countries, which, inter alia, included two observers from India in their private capacity.

**Shifting the location of C.B.F.C. office**

1929. SHRI SHRIHARI RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to shift the location of the Central Board of Film Certification office from Bombay to Madras;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

(b) Does not arise.

(c) The present location of the Board has been found to be quite satisfactory.

**Constraints in the expansion of bauxite mining**

1930. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government's plans for expansion of bauxite mining are held up due to the protests by environmentalist;

(b) if so, the details thereof; and

(c) the steps proposed to be taken by Government to remedy the situation and to go ahead with bauxite mining and expansion of aluminium smelting?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) to (c). India has vast reserves of bauxite ore estimated at around 2700 million tonnes, ranking fifth in the world. The domestic production of Aluminium metal was 277,745 tonnes in 1987-88, which was a

record achievement till then. With progressive commissioning of National Aluminium Company, the domestic production is likely to increase by about 30 per cent in 1988-89, which is expected to increase further by another 20 per cent in the next financial year 1989-90.

The availability of bauxite ore, the basic raw material for producing Alumina which is smelted for the production of aluminium metal has, however, not been a problem in the expansion of Aluminium smelting.

The Captive mining sources of the Korba Aluminium Complex of BALCO at Amarkantak and Phutkapahar in M.P. are getting depleted fast. To ensure availability of bauxite for Korba plant, the Gandhamardan Bauxite Project in Sambalpur district of Orissa was sanctioned by the Government in July, 1982. Work on the project, however, has been held up due to local agitation since December 1985. No bauxite mining has commenced at Gandhamardan as yet. BALCO is taking appropriate measures to ensure bauxite supplies for its Alumina Plant at Korba.

#### **India's aid to Vietnam**

1931. SHRI E. AYYAPU REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the amount of aid India has agreed to give to Vietnam; and

(b) the quantum of assistance and the new aspects of cooperation broadly agreed upon between the two countries during the recent visit of Vietnamese leader?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P.V. NARASIMHA RAO): (a) and (b) During the third

meeting of the Indo-Vietnamese Joint Commission from January, 21 to January 23, 1989 in Delhi and General Secretary, Nguyen Van Linh's visit to India, Government of India concluded an agreement for a line of credit of Rs. 100 million and offered another line of credit of Rs. 100 million. Government agreed in addition to reschedule the repayment of loans against Government credits extended upto 1984 as well as of food grain loans. Other areas in which India agreed to assist Vietnam by way of supply of equipment, deputation of Indian experts, or training of Vietnamese are peaceful uses of atomic energy, oil exploration and science and technology. The new areas of cooperation discussed are sericulture, cotton seed development and small scale industries.

#### **Movement of coal from Talcher to Paradip Port through waterways**

1932. SHRI SRIBALLAV PANIGRAHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the report on feasibility study for movement of coal from Talcher to Paradip Port, by waterways, has been received; and

(b) if so, the findings thereof and the decision taken thereon?

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

(b) A study made by a firm of consultants, M/s. Consulting Engineering Services, indicates potential for transportation of coal of 14 million tonnes per annum by 2000 and 27 million tonnes per annum by 2005, by inland waterways.



The study on "Least Cost Solution for Coal transportation" from Coal-Fields near Talcher to Paradip Port made by RITES has come to the following conclusions:

- (i) Coal movement may be through all rail mode till 1994-95
- (ii) From 1995-96 onwards the system can be rail transportation between Talcher and Paradip Port and coastal shipping from Paradip to various coast based thermal plants. This system may be followed till 25 Million Tonnes per Annum is moved.
- (iii) Quantity in excess of 25 Million Tonnes per Annum is feasible for movement by IWT-cum-sea mode.

The Inland Waterways Authority of India who had commissioned the first study mentioned above have sought from the Consultants further clarification for evaluating their recommendations.

#### **Construction of Ernakulam Wellington Island bridge**

1933. PROF. K.V. THOMAS: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether construction of the bridge connecting Ernakulam and Wellington Island in Cochin has been completed; and

(b) if so, the cost of the bridge?

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

(b) The sanctioned cost of the bridge is Rs. 7.10 crores

#### **Evaluation of rural development programmes**

1934. SHRIMATI USHA CHOUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have recently made any fresh evaluation of various rural development programmes; and

(b) if so, the conclusions arrived at separately in respect of each programme?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) While two rounds of Concurrent Evaluation of Integrated Rural Development Programme (IRDP) have been undertaken during October, 1985—September, 1986 and January, 1987 — December, 1987, the first round of Concurrent Evaluation of Rural Water Supply Programme and National Rural Employment Programme (NREP) were taken up during October, 1986 — September, 1987 and November, 1987 — October, 1988 respectively. On the programme of Development of Women & Children in Rural Areas (DWCRA) two studies on implementation of the programme were conducted by National Institute of Rural Development, Hyderabad in 1987. Evaluation study of Desert Development Programme is currently being undertaken by the Programme Evaluation Organisation of Planning Commission. The Concurrent Evaluation of Drought Prone Areas Programme & Desert Development Programme is proposed to be conducted through selected research institutions. Evaluation studies of

Indira Awaas Yojana and Social Forestry - sub-schemes of Rural Landless Employment Guarantee Programme (RLEGP) have also been undertaken.

(b) A statement is laid on the Table of the House [Placed in Library See No. LT-7499/89]

**Girl's enrolment and drop-outs in primary schools**

1935. SHRI SHARAD DIGHE:  
SHRI BALWANT SINGH  
—RAMOOWALIA:  
SHRI DINESH GOSWAMI:

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

(a) the enrolment and drop out percentage of girls in primary schools during the last three years, year-wise;

(b) the steps taken to check the drop-outs; and

(c) the financial assistance proposed to be given to the States for removal of drop-outs, State-wise?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) (a) The latest information available on enrolment pertains to the year 1986-87 and the enrolment of girls in primary schools during the last three years is as below:

Year	Enrolment (in lakhs)
1984-85	331.93
1985-86	347.32
1986-87	361.43

As regards drop-outs the latest

available information for primary level (viz. Classes I-V) for three years is as follows:

Year	Percentage of Drop-outs*
1981-82	57.3
1982-83	56.3
1983-84	53.96

(b) and (c). Under the National Policy on Education, 1986, centrally sponsored schemes have been started to (i) provide essential facilities to primary schools through Operation Blackboard (ii) strengthening and reorganisation of the non-formal education programme to provide education to school drop-outs, children from habitations without schools who cannot attend whole day schools and working children, (iii) reorganise and restructure Teacher Education through establishment of District Institutes of Education and Training to increase teachers competence and provide academic support. In addition, various incentive programmes like free supply of uniforms to girl students, free mid-day meals, free text books and attendance scholarships are being implemented by State/UTs with varying coverage.

[Translation]

**Modernisation of Sindri fertilizer factory**

1936. SHRIMATI MANORAMA SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal for modernisation of Sindri fertilizer factory;

(b) if so, the details thereof;

(c) the total number of workers employed there at present and the

\* The percentage of drop-outs is the proportion of girls enrolled in Class 1st five years previously who were not enrolled in Class V during the year indicated.

number of Scheduled Castes/ Scheduled Tribes out of them;

(d) whether the Sindri fertilizer factory has been set up in the tribal area; and

(e) if so, the provisions made by Government for the development and employment of Scheduled Tribes?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU): (a). and (b) The Fertiliser Corporation of India Limited (FCI), propose to set up a Captive Power Plant and undertake the revamping of Sindri Modernisation Plant, Ammonium Sulphate Plant, Industrial Products Plant and existing power plant. These proposals are estimated to cost about Rs. 89.70 crores.

(c) As on 31st December, 1988, out of the total number of 5210 employees, 435 belong to Scheduled Castes and 277 to Scheduled Tribes.

(d) The Sindri Unit was set up in the area which was originally populated by tribals and backward communities.

(e) FCI is following Government directives/guidelines in the matter of employment and development of Scheduled Tribes.

#### **Multi-purpose coconut research centres**

1937. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a proposal to set up multi-purpose coconut research centres;

(b) if so, the places identified for such research centres; and

(c) whether any aid has been

sought from the World Bank for the purpose and if so, its response thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) No, Sir.

(b) and (c) Do not arise.

#### **Port and dock workers demand for Increase in wages**

1938. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether port and dock workers are demanding increase in their wages;

(b) whether Government have considered their demands; and

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

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

(b) and (c). Several rounds of discussions have been held with the representatives of four Federations of Port and Dock workers. No settlement has so far been arrived at.

### **Implementation of National Education policy by states**

1939. SHRI HUSSAIN DALWAI :  
SHRI MAHENDRA SINGH :  
DR. G. S. RAJHANS :

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

(a) the details of the progress made in implementation of National Education Policy, State-wise ;

(b) whether some States have shown unwillingness to accept the National Education Policy ;

(c) if so, which are those States ;

(d) if not, whether all the States are implementing the National Education Policy adopted by Union Government ; and

(e) the steps proposed to be taken to fully implement the education policy in the States during 1989-90 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) The information is being collected and will be laid on the Table of the House as early as possible.

(b) to (d) With a view to implement the National Policy on Education (NPE) 1986, a number of schemes were formulated by the Central Government after consultation with the State Governments. These schemes include Operation Blackboard, Non-Formal Education, restructuring and re-organisation of Teacher Education, Vocationalisation of Education, Navodaya Vidyalayas, Educational Technology, Science

Teaching in Schools, Adult Education, Higher Education (including autonomous colleges and distance education), modernisation and removal of obsolescence in Technical Education, etc. The State Governments of Assam, Tamil Nadu and West Bengal have expressed certain reservation in respect of some of these schemes. The remaining State Governments have all accepted the NPE (1986). The schemes are at various stages of implementation in each of these States.

(e) The various schemes started during 1987-88 for implementation of the National Policy on Education (1986), will be continued during 1989-90.

### **Progress of Mirkarwada Fisheries at Ratnagiri Harbour**

1940. SHRI HUSSAIN DALWAI :  
Will the Minister of AGRICULTURE be pleased to state :

(a) the progress made so far in construction of Mirkarwada Fisheries harbour at Ratnagiri ; and

(b) the total amount spent so far on the said harbour and ratio of Union Government's contribution thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) Major marine works namely construction of quays, jetties and breakwaters have been completed. The other major work namely dredging and reclamation is reported to be in progress. The over all progress on the project is about 85 per cent.

(b) The total expenditure incurred

on the project is Rs. 1226.96 lakhs. Government of India have released their full share of Rs. 558.77 lakhs as per the approved pattern of central assistance for the Scheme.

**Compensation to farmers for acquisition of land for Nhava Sheva Port**

1941. SHRI HUSSAIN DALWAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether for the development of Satellite Port of Nhava Sheva huge land was acquired from the local farmers ;

(b) whether the farmers had protested against such acquisition of land ;

(c) whether the Government of Maharashtra persuaded the farmers to accept some additional compensation for their land, to which they agreed and the acquisition was subsequently done smoothly ;

(d) whether Union Government now is hesitating to pay the excess amount of compensation as mutually agreed to earlier ; and

(e) if so, the reasons therefor and the remedy evolved to solve the tangle ?

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

(d) No Sir. The Compensation at the higher rate of Rs. 75,000/- per hectare as negotiated by the State Government for acquisition of land for the project as against the original rate of Rs. 37,500/- per hectare proposed earlier, has already been paid by the project authorities to the State Government for paying

compensation to those whose lands were acquired.

(e) Does not arise.

**Yamuna bridge near ISBT**

1942. SHRI BALWANT SINGH RAMOOWALIA :

SHRI DINESH GOSWAMI :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the amount originally sanctioned for construction of the Yamuna bridge near ISBT, Delhi and the time by which it was to be completed ;

(b) whether the target date for its completion has been revised a number of times ;

(c) if so, the number of times the period was extended and for how long ;

(d) the reasons for further delay if any, in completion of the project : and

(e) the final date now fixed for its completion ?

THE MINISTER OF STATE OF THE MINISTRY SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Total sanctioned cost of the project is Rs. 37 crores and it was to be completed by December, 1987.

(b) and (c). The target date revised only once was December, 1988.

(d) The reasons for delay beyond the target date of December, 1988 are

(i) slow progress of contractors for both the main bridge and approach flyover.

(ii) contract for the approach flyover has been rescinded

and tenders reinvited.

- (iii) unprecedented floods between August 1988 to January, 1989.

(e) The target date of completion has now been fixed as June, 1991.

#### **Increasing prices of agricultural inputs**

1943. SHRI T. BASHEER: Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government are aware that the prices of agricultural inputs are increasing rapidly ; and

(b) if so, the steps taken by Government to ensure that the use of such inputs are remunerative to the farmer ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) No, Sir. Wholesale prices of major agricultural inputs have not increased rapidly during the current year.

(b) Increases in input prices are reflected in cost of production of crops, which is taken into consideration by the Commission for Agricultural Cost and Prices (CACP) while recommending the remunerative procurement / support prices to the farmers.

#### **Review of working of Agricultural Universities**

1944. SHRI AJAY MUSHRAN: Will the Minister of AGRICULTURE be pleased to state :

(a) whether Indian Council of Agricultural Research has appointed Randhawa Committee to review the working of Agricultural Universities

and to give specific recommendations for their improvement ;

(b) if so, the main recommendations of the Committee ; and

(c) the action taken and proposed by I.C.A.R. to implement its recommendations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) Yes, Sir.

(b) Major recommendations were as follows :

- (i) Necessary steps should be taken to achieve the objective of integration of teaching, research and extension in agricultural university system with full autonomy.
- (ii) Courses and curricula of the education programmes should be reviewed and modified from time to time to suit the changing needs with special focus on practical training and work experience.
- (iii) More attention and resources should be devoted to basic research.
- (iv) The state agricultural universities should set up research and extension council as statutory bodies.
- (v) Internship programme should be introduced as a compulsory requirement for veterinary graduates.
- (vi) The training should be aimed at production of non-elite graduates with

motivation for self employment.

(vii) Home Science education should be reoriented to attract rural girls with suitable modification of curriculum with the provision of diploma / certificate- courses in rural skills.

(viii) Programme for improvement of faculty competence should be strengthened.

(ix) State Governments should give liberal financial assistance to state agricultural universities.

(c) Above recommendations have been implemented in state Agricultural Universities.

#### **Delay in assistance to affiliated colleges of Burdwan University**

1945. DR. SUDHIR ROY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether many affiliated colleges of the University of Burdwan are not getting financial assistance in time for introducing restructured courses like Electronics, Plant Protection etc. ; and

(b) if so, the remedial measures proposed to be taken to make the assistance available in time to colleges ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P SHAHI): (a) and (b). The University Grants Commission received proposals from 17 Colleges affiliated to Burdwan University for

financial assistance for introducing restructured courses. Proposals of 13 Colleges have been approved and proposals of four colleges are under process. Out of the 13 approved proposals, the Commission has already released financial assistance to 8 Colleges and financial assistance to the remaining 5 Colleges would be released on receipt of certain details from the Colleges.

#### **Youth hostels in Tamil Nadu**

1946. SHRIP.R.S.VENKATESAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of youth hostels at present in Tamil Nadu and their location ;

(b) whether there is any proposal to construct more youth hostels in Tamil Nadu during 1988-89 ; and

(c) if so, the details thereof and the amount sanctioned for the same ?

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) One youth hostel, at Madras, is functioning presently.

(b) and (c). During the Seventh Five Year Plan, three more youth hostels have been allocated to the State of Tamil Nadu. Out of these, the construction of the youth hostel at Madurai is expected to be completed soon. Approval has also been given for the construction of a youth hostel at Thanjavur. The third

youth hostel will be sanctioned after suitable lands has been identified and offered by the State Government.

So far Rs. 20.00 lakhs have been released for construction of the youth hostels at Madurai and Thanjavur.

#### Increase in price of milk in Delhi

1947. SHRI C. JANGA REDDY :  
SHRI PARASRAM  
BHARDWAJ :

Will the Minister of AGRICULTURE be pleased to state the details of increase in the selling

price of milk by Delhi Milk Scheme and Mother Dairy since September 1, 1983 showing the dates of increase effected each time and the extent thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV) : The table below indicates the details of increase in the selling price of milk by Delhi Milk Scheme and Mother Dairy since September 1, 1983 :—

Type of Milk	Effective from	Price revised (Rs. / Litre)	
		From, _____	To
<b>DELHI MILK SCHEME</b>			
Toned Milk	9.9.1983	1.80	2.70
	9.4.1985	2.70	3.30
	30.12.1988	3.30	4.50
*Standardised Milk	1.4.1984	3.50	3.80
	1.2.1985	3.80	4.00
	25.5.1985	4.00	4.50
Double Toned Milk	Selling price was 70 paise per litre upto 8.1.1984. It was discontinued thereafter and re-introduced from 12.2.1986 at the selling price of Rs. 2.70 per litre. Supply has been discontinued from 24.4.1988.		
<b>MOTHER DAIRY</b>			
Toned Milk	1.4.1984	2.70	2.80
	9.4.1985	2.80	3.40
	1.7.1985	3.40	3.50
	30.12.1988	3.50	5.00
*Full Cream Milk	1.4.1984	4.20	4.50
	21.2.1985	4.50	5.10

\* Since discontinued



### **Inclusion of Prior Informed Consent Clause In FAO Code of pesticides**

1948. SHRI P.R. KUMARAMANGALAM : Will the Minister of AGRICULTURE be pleased to state:

(a) whether the FAO Code on pesticides has been accepted by Government and implemented in the country ;

(b) if so, the details thereof ; and

(c) whether Government propose to include Prior Informed Consent (PIC) Clause in the FAO Code for pesticides ?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV) : (a) and (b) . India is a party to the adoption of the "International Code of Conduct on the Distribution and use of Pesticides". The important features of the Code are as under :

- (i) implementation of pesticides registration and control scheme ;
- (ii) introduction of necessary legislation ;
- (iii) prohibition of extremely toxic pesticide, if control measures and good marketing practices are insufficient to ensure that the product could be used safely ;
- (iv) ensuring physical segregation of food, etc. from pesticides ; etc.

Our country's existing policies on pesticides are in keeping with the principles laid down in the "International Code of Conduct on

the Distribution and Use of Pesticides".

(c) It is for the FAO to decide about the inclusion of Prior Informed Consent (PIC) Clause in the FAO Code for Pesticides.

### **Training of primary school teachers**

1949. SHRI AMARSINH RATHAWA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the steps taken regarding the training of primary school teachers under new education policy ; and

(b) the number of teachers given training so far ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH) :

(a) A programme of Mass Orientation of School Teachers (MOST) is being implemented since 1986. Besides, Central assistance has been provided, upto 6-3-89, for setting up 137 District Institutes of Education and Training, one of whose functions would be training of primary school teachers.

(b) Numbers of primary teachers trained under MOST, year-wise, are as follows :

Year	Number of teachers trained
1986	3,25,806
1987	3,07,318
1988	2,97,977 (provisional figures)

### Mining in M.P.

1950. DR. PRABHAT KUMAR MISHRA : Will the Minister of STEEL AND MINES be pleased to state :

(a) the details of minerals mined in Madhya Pradesh ;

(b) whether the problems linked with environmental pollution and displacement of persons are created due to mining activities in this region ; and

(c) the assistance provided to check pollution and displacement of persons ?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR):

(a) Twenty seven minerals were mined in Madhya Pradesh during 1988. These are Barytes, Bauxite, Calcite, Clay, Coal, Copper Ore, Corundum, Diamond, Diaspore, Dolomite, Feldspar, Fireclay, Fluorite, Iron Ore, Kaolin, Limestone, Manganese Ore, Ochre, Phosphorite, Pyrophyllite, Quartz, Quartzite, Silica Sand, Sillimanite, Slate, Steatite (Talc or Soapstone), Tin Concentrate.

(b) and (c). In order to eliminate environmental pollution and land degradation caused by mining operations, statutory provision has been made under the Mines and Minerals (Regulation and Development) Act and Rules since 1987, making it mandatory for applicants seeking grant or renewal of mining leases to submit and approved Mining Plan, of which an Environmental Management Plan (EMP) is an integral part. This EMP has to include all possible measures for environmental protection. With the enforcement of the legal provisions by the concerned

agencies of the Government, it is now possible to substantially obviate the possibility of environmental pollution resultant from mining operations.

In sanctioning mining leases care is exercised to ensure that displacement of population is avoided. Where some displacement becomes inevitable on account of implementation of large projects in the public interest, appropriate measures for rehabilitation of the displaced persons are taken.

### Navodaya Vidyalaya in District

1951. SHRI PRATAPRAO B. BHOSALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a Navodaya Vidyalaya has been opened in Satara District, Maharashtra;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

(b) and (c). Under the Navodaya Vidyalaya Scheme, the State/ Union Territory Governments are required to offer 30 acres of suitable land, free of cost, alongwith adequate vacant buildings to run the Vidyalayas in the first instance. Though sometime back, the State Government of Maharashtra proposed to the Samiti to establish a Navodaya Vidyalaya in Satara District, no offer to provide physical infrastructure facilities to run the

school, as aforesaid, has been received so far from them.

### **Berthing Charges For Fishing Boats**

1952. SHRI MURLIDHAR MANE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether various Port Trusts have raised berthing charges for fishing boats during last two years;

(b) if so, the reasons therefor; and

(c) whether there is any proposal to reduce the berthing charges in view of the financial sickness in the fishing industry?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The Port Trusts of Cochin, Calcutta, Madras, Visakhapatnam and Bombay are managing separate fishing harbours. Except for Cochin no other Port Trust has revised berth hire charges in their fishing harbours during the last two years. In respect of other Port Trusts, there has been a revision of berth hire charges as a part of the general increase in port charges except for fishing vessels in New Mangalore.

(b) The rates were revised to meet the increasing operating expenditure.

(c) There is no proposal to reduce the berthing charges.

### **Allocation of funds Under Soil Conservation Programmes —**

1953. SHRI D.B. PATIL:

SHRI AMARSINH RATHAWA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the allocations made during the Seventh Plan for various programmes of soil conservation;

(b) the targets achieved thereunder during the last three years, till October, 1988; and

(c) the detailed steps taken to check land erosion?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM — LAL YADAV):

(a) and (b) The financial outlay made during the Seventh Five Year Plan under Central Soil Conservation Sector Schemes which include Centrally Sponsored Schemes of Soil Conservation in the Catchments of River Valley Projects and Flood Prone Rivers, Control of Shifting Cultivation, Reclamation of Ravinous areas, Strengthening of Institutions which provide supporting services to Soil Conservation activities etc., is about Rs. 237.88 crores. During the first three years of the Seventh Plan, an area of about 0.41 million hectares has been treated at a cost of Rs. 126.89 crores under the Central Soil Conservation Schemes.

(c) To check soil erosion and land degradation, soil conservation programmes are undertaken on Watershed basis both under State and Central Sectors. Substantial programmes are covered under the State Sector Soil Conservation programmes. All types of land

namely, Agriculture, Forest and other lands are treated as per need. The soil conservation treatment measure, consist of vegetative, engineering and improved management practices, such as, bunding, terracing, improved crop production technology, horticulture plantation, afforestation, grassland development, gully control, stream bank control, check dams, water harvesting structures, silt-trapping structures etc. Important development programmes that are currently under implementation to tackle the problem of erosion and land degradation are:-

(1) Centrally Sponsored Scheme of Soil Conservation in the catchments of River Valley Projects.

(2) Centrally Sponsored Scheme of Integrated Watershed Management in the Catchments of Flood Prone Rivers.

(3) National Watershed Development Programme in Rainfed Areas.

(4) World Bank supported:-

i) Pilot Project of Watershed Development in Rainfed Areas of Andhra Pradesh, Karnataka, Madhya Pradesh and Maharashtra.

ii) Himalayan Watershed Management in Uttar Pradesh.

(5) European Economic Community (EEC) supported:—

i) Integrated Watershed Management in the Ravinous Areas of Chambal and Yumuna in Uttar Pradesh.

ii) Integrated Watershed Management Project in Gujarat.

(6) Reclamation of Ravinous Areas in Decoity Prone districts of Madhya Pradesh, Rajasthan and Uttar Pradesh:

(7) Control of Shifting Cultivation.

(8) Centrally Sponsored Scheme of Soil, Water and Tree Conservation in the Himalayas.

(9) Drought Prone Area Programme.

(10) Desert Development Programme.

(11) State Sector Programmes of Soil Conservation.

### Status of Women

1954. DR. PHULRENU GUHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of recommendations of the Committee on the status of women in India accepted by Government; and

(b) the details of recommendations implemented by Government so far?

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) Out of 52 recommendations of the Committee on the Status of Women in India 20 recommendations were accepted as they were made and 19 recommendations as modified by the Empowered Committee and recommended for implementation.

(b) Information about the latest position is being collected.

### **Cooperative Dairy Farming Programme**

1955. SHRI RADHAKANTA DIGAL:  
SHRI BHADRESWARTANTI:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of Co-operative dairy farming programmes in various States; and

(b) how far these programmes have helped the rural people in improving their economic condition?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Operation Flood is a major dairy development programme designed to replicate "Anand pattern" dairy cooperatives by organising milk procurement at remunerative prices to the milk producers through economically viable village cooperatives in the milksheds and providing efficient marketing to rurally produced milk and dairy products. Through implementation of Operation Flood nearly 58,000 dairy cooperative societies have been set up throughout the country covering over 60 lakh farmer members. On an average 90 lakh litres of milk per day is collected. The establishment of a cooperative structure as a ready and regular buyer of milk has generally improved prices paid to farmers and has assisted in providing a regular source of income to them.

### **Discovery of Tin in M.P. and Orissa**

1956. DR. KRUPASINDHU BHOI:  
Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have discovered vast tin deposits in the tribal belt of Bastar in Madhya Pradesh and its adjoining areas in Orissa;

(b) if so, the approximate tonnage of tin deposits discovered in both the States; and

(c) the details of tin deposit areas in both these States?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) The Geological Survey of India in coordination with the respective State Government's Directorate of Geology and Mining have discovered small deposits of Tin in parts of Bastar District of Madhya Pradesh and Koraput district of Orissa.

(b) and (c). The total estimated recoverable reserves are about 3237 tonnes of tin metal in Bastar district and 48 tonnes in Koraput district. The reserves have been estimated in Bodavada-Katekalyan and Govindpal-Tongpal areas in Bastar district and Mundaguda block in Koraput district.

### **Congestion at Ports**

1957. SHRI HARIHAR SOREN:  
Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the major ports which are facing congestion; and

(b) the details of steps taken for smooth movement of export cargo in those ports?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) In recent past some Major Ports like Kandla, Bombay, New Mangalore and Madras have faced congestion for limited periods due to various reasons such as bunched arrival of ships, heavy monsoon, industrial relations problems etc.

(b) Committees have been constituted in all the Major Ports which meet the exporters periodically and solve their problems.

Apart from the above, the following steps have been taken for exports:-

**Bombay:-** To ensure smooth movement of containerised export cargoes, carting is given 14 days in advance of the expected date of arrival of the vessels so that containers can be stuffed in time and can be ready for loading immediately on the arrival of the vessel. As regards break bulk exports, carting is given generally before the arrival of the vessel so that sufficient cargo is built up when the vessel berths. The movement of export cargo through Bombay is thus taking place without much hindrance.

**Kandla:—**Under the existing berthing procedure vessels have been classified into five groups for the purpose of allotment of berth. One berth is exclusively earmarked for vessels loading export cargo under Group II. The vessels completing their loading operation within 72 hours are also berthed under Group IV.

**Madras:-** The congestion arose due to a strike by a section of the

workers which has been solved. There is no other problem for the movement of export cargoes.

**New Mangalore:-** The congestion arose due to bunched arrival of ships for export of iron ore. This is also being gradually phased out.

### **Publishing Industry**

1958. CHOUDHARY KHURSHID AHMED: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the country's position in the publishing world in the matter of publishing books has declined from 7th to 11th with gradual decrease in the number of books published in the country;

(b) if so, the annual percentage of decline in the publishing of books in the country since 1986 and the reasons therefor; and

(c) to what extent the continuous hike in the prices of paper is considered to be one of the factors responsible for the situation and the manner in which Government propose to solve the problem?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH): (a) and (b) UNESCO Statistical Year Book gives statistical information about the number of books published in various countries. According to 1987 edition of this book, India is placed at 17th position in the world. It is incorrect that the number of books published in the country has been declining. According to the National Library, Calcutta which is responsible for collection of data in India, the number of titles published during

1983-84 to 1986-87 is as under:

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1983-84	-	14,202
1984-85	-	15,091
1985-86	-	15,720
1986-87	-	16,970

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The publishing industry in India, has, however, not kept pace with the growth of publishing industry in several other countries.

(c) Paper is the important factor in the production of books and therefore, the hike in the prices of paper affects the price of books. There is no statutory control over the price of paper board in the country.

[Translation]

**Navodaya Vidyalaya at Balesara, Distt. Gopalganj, Bihar**

1959. SHRI KALI PRASAD PANDEY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it has been recommended to Union Government to open a 'Navodaya Vidyalaya' at Balesara Village in Uchkagaon in Gopalganj district of Bihar; and

(b) if so, the time by which Government propose to open the Vidyalaya?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b) Yes, Sir. However, keeping in view the financial constraints, it has been decided recently by the Executive Committee of the Navodaya Vidyalaya Samiti to slow down the

programme of opening of new Navodaya Vidyalayas during the year 1989-90, in the country.

### **Adult Education Centres In Rajasthan**

1960 SHRI SHANTI DHARIWAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Adult Education Centres functioning at present in Rajasthan to eradicate illiteracy;

(b) whether full Central assistance is being provided to the State Governments for Adult Education Centres; and

(c) if so, the extent of assistance being provided to the Rajasthan Government and the number of persons being benefited thereby?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) The total number of Adult Education Centres at present functioning in Rajasthan under various schemes of Adult Education Programme is 18727.

(b) Full central assistance is being provided for running centres under the Rural Functional Literacy Projects only.

(c) A total sum of Rs. 470.68 lakh has been sanctioned and released to the Government of Rajasthan for 564039 estimated enrolled beneficiaries.

[English]

### **Cattle Population.**

1961. SHRI BIRINDER SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the total population of cattle at present in the country;

(b) whether Government propose to improve the breed of the cattle; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) According to Livestock Census 1982, the total population of cattle (crossbred and indigenous) is about 1924 lakhs.

(b) and (c). Yes, Sir. The Government proposes to improve the breeds of cattle. The approach and strategies being adopted is as under:-

(i) cross-breeding of non-descript cattle with exotic dairy breeds and avoiding cross breeding in the native tracts of established indigenous breeds;

(ii) strengthening programme of selective breeding amongst cross bred cattle by using progeny tested bulls so as to ultimately establish breeds of cross-bred cattle suitable for the different agro-climatic areas of the country;

(iii) development of indigenous breeds of cattle and buffaloes of both draught and dual purpose types;

(iv) improvement of buffaloes through selective breeding;

(v) strengthening / expansion of infrastructure of the farms to make

available good breeding material to meet the requirements of various livestock development programme.

[Translation]

### **Rural Water Supply Schemes Of Rajasthan.**

1962. SHRI VIRDHI CHANDER JAIN: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of rural water supply schemes of Rajasthan Government pending clearance with Union Government and the estimated cost of each scheme; and

(b) the time by which the schemes are likely to be cleared?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) All the Rural Water Supply Schemes received before 15th February, 1989 from Rajasthan Government have been cleared by Union Government.

(b) Does not arise.

### **Eradication Of Illiteracy Under Adult Education Programme**

1963. SHRI RANJITSINGH GAEKWAD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount spent on the scheme of Adult Education under the programme of eradication of illiteracy upto 31 December, 1988 against the allocations made in the Seventh Plan, State-wise;

(b) whether the targets fixed for educating the adults under the programme will be achieved both all over the country and in Gujarat State;

(c) if so, the details of the targets and achievements made during the



first four years of Seventh Five Year Plan, year-wise; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Funds for various Adult Education Schemes of the Ministry are not allotted State-wise by the Planning Commission. However, the State Governments received funds separately for running their own State Adult Education Programme. A total allocation of Rs. 277.00 crores was made for various Schemes of adult education

programme during the VII Plan upto 31.12.1988 and this amount has been spent.

(b) The programme of adult education is being run in close collaboration of State Governments. While all efforts are being made to reach the target, there have been short-falls in achievement both in case of all India figure and Gujarat for various reasons which include lack of provision of technopedagogic inputs to the centres.

(c) and (d). The achievement rate for all India figures to the target has ranged between 62 to 63% and in case of Gujarat 51 to 72% in the last 4 years. The details are as follows:—

(figures in lakhs)

Year	India			Gujarat		
	Target	Enrolment	Persons made literate	Target	Enrolment	Persons made literate
1985-86	75.46	66.53	47.26	4.15	3.33	2.15
1986-87	83.60	81.59	52.7	4.61	4.31	2.57
1987-88	89.23	80.29	44.96	4.61	4.22	3.06
1988-89	99.13	81.47*	awaited	4.85	5.75	awaited

\*Provisionals.

### Bal Bhawans

1964. SHRI ANADI CHARAN DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Bal Bhawans

functioning in the country, State-wise;

(b) the number of those wholly financed/partly financed by the Union Government and the number of children benefited so far; and

(c) the number of Bal Bhawans proposed to be opened and financed to ensure more coverage of students/children in the Centenary Year of Jawaharlal Nehru?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) The number of Bal Bhawans in the country is 68.

(b) The Bal Bhavan Society (India) is given 100% grants by the Government of India, other Bal Bhavans are not financially supported by the Government of India. However, Bal Bhavan Society (India) provides financial assistance to the Bal Bhavans in states for following activities:—

- (1) Surveys and Research and Development.
- (2) One time grant of Rs. 5,000/- for a school for introducing Bal Bhavan movement in school system.
- (3) Special activities and innovative programmes ranging from Rs. 5,000/- to Rs. 20,000/-.
- (4) Zonal and State training programme for the benefit of the region.
- (5) Supply of publications for furthering the Bal Bhavan movement.

(6) Organising Integration, Adventure trekks and special training Camps.

(7) Conventions for young Oceanographers. Geographers etc.

(8) Organising National Camps of artisans tribal children and handicapped etc.

(9) Providing training expertise, resource kits and holding exhibitions and special workshops.

(c) It is the responsibility of the State Governments to open the Bal Bhavans in their State and finance them for their running. In Delhi the Bal Bhavan Society (India) has established 48 Bal Kendras in different localities, particularly, in the rural areas to cater to the needs of the poor, illiterate, handicapped children, so that, they can easily participate in the creative activities and benefit from them.

#### Indian Nationals in Jails of Different Countries

1965. SHRI KAMAL CHAUDHRY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of Indian nationals languishing in jails in different countries as on 31 December, 1988 country-wise;

(b) the number of cases taken up by Government with the concerned countries for their release, country-wise; and

(c) the number of Indian nationals released by each country during the year 1988?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) to (c) The information is being collected and will be laid on the Table of the House.

### **Eradication Scheme for Contamination in Water in Maharashtra**

1966. SHRI PRAKASH V. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any survey has established existence of contamination inherent in water sources in Maharashtra due to natural reasons which is causing health hazards to the rural people;

(b) if so, the details of the areas identified; and

(c) the central scheme of assistance drawn up for eradication of such contamination?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) Yes, Sir. Due to natural reasons such as existence of excess iron, excess fluoride, excess salinity in the drinking water source health of rural population is affected.

(b) The following areas have been identified under various specific problems;

- (i) Excess iron – 49 villages
- (ii) Excess Fluoride – 82 villages and 1 Wadi
- (iii) Brackishness – 209 villages and 10 Wadis

(iv) Guinea Worm – 475 villages in the districts of Thane, Rajgarh Ratnagiri, Nanded, Beed and Parbhani.

(c) The Central Government is assisting the State Government for tackling these problems under the National Drinking Water Mission by giving assistance for providing safe drinking water facilities by alternative sources or through setting up of treatment Plants. Approval has been given for setting up of 200 Iron Removal Plants, 5 Defluoridation Plants and 3 Desalination Plants. Government of India have also sanctioned scheme for conversion of 182 step wells into sanitary wells at an estimated cost of Rs. 38 lakhs in the Guinea Worm affected districts of which an amount of Rs. 19 lakhs has already been released. Assistance of Rs. 4.40 lakhs has also been given for setting up 3 district level laboratories for Control of bacteriological contamination.

### **Technical Education in 10+2 System**

1967. SHRI R.M. BHOYE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government are providing funds for capital expenditure to the States for the technical stream in the 10+2 pattern of education; and

(b) if so, the nature of its allotment and how these funds are disbursed to the various educational institutions, particularly those run by private bodies?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b) Under the Centrally sponsored scheme of Vocationalisation of Secondary Education, financial assistance is provided to the States/UTs as per approved pattern for starting Vocational Courses, at +2 stage. Among other things, assistance upto a maximum of Rs. 75,000/- is given for construction of workshop and an equal amount for purchase of equipment for each Vocational Course. The financial assistance is sanctioned in the form of grant-in-aid to the States/UTs who in turn disburse the amounts to the institutions including those run by private bodies. The government of India does not directly entertain request for assistance from private schools because that would not be manageable.

#### **Desert In Maharashtra**

1968. SHRI R.M. BHOYE: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the hot deserts in small pockets in Maharashtra and its total area;

(b) the steps taken to make the said pockets fertile during the last three years;

(c) whether the World Bank provides financial assistance under the Drought Prone Area Programme;

(d) if so, the amount released in favour of Maharashtra State during the last three years; and

(e) the special measures proposed

to be adopted in the near future to make the hot desert pockets fertile?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) to (e). None of the areas in Maharashtra is identified as hot desert under the Desert Development Programme. However, 74 blocks of 12 districts of the State covering an area of 1.16 lakh sq. kms. are covered under the Drought Prone Areas Programme (DPAP) which aims at integrated area development for optimum utilisation of land, water, livestock and human resources for restoration of ecological balance and to mitigate the effects of drought. Thrust of this programme is now on restoration of ecological balance and drought proofing through schemes of water resources conservation and harvesting, land development and moisture conservation, afforestation etc.

The World Bank is not providing any assistance for these areas under DPAP.

#### **Regional Centres of Indira Gandhi Open University**

1969. PROF. NARAIN CHAND PARASHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any more regional centres of the Indira Gandhi National Open University are proposed to be set up;

(b) if so, the details thereof; and

(c) the time by which these are to be set up?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) Yes, Sir.

(b) and (c). The Indira Gandhi National Open University proposes to set up a Regional Centre each in Maharashtra, Himachal Pradesh and Bihar. The State Governments have been approached for provision of accommodation and other physical facilities for setting up these centres. The location and the time by which these centres will become functional depends upon the reaction of the State Governments concerned.

#### **Proposals from States to start new Open Universities during Seventh Plan**

1970. PROF. NARAIN CHAND PARASHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission and Government have received any proposals from the States for the opening of new open Universities during the Seventh Plan;

(b) if so, the details thereof and the likely date by which the proposals would be approved and the Universities opened and the reasons for delay in approving the proposals; and

(c) whether any coordination is being ensured between the opening of new open universities and Indira Gandhi Open University?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b). After the establishment of the Indira Gandhi National Open University in September, 1985, several State Governments have been considering proposals for establishment of State Open Universities. The Government of Bihar established the Nalanda Open University in March, 1987. The Government of Rajasthan also established the Kota Open University in August, 1987. Some other State Governments which were considering proposals for establishment of Open Universities (Kerala, Maharashtra, Uttar Pradesh, West Bengal, Madhya Pradesh, Gujarat, etc.) have either dropped or deferred for the present, their proposals for establishment of Open Universities.

(c) Yes, Sir.

#### **Inclusion of Monuments in the World Heritage List of UNESCO**

1971. PROF. NARAIN CHAND PARASHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Tabo and Kye monasteries in Lahul Spiti District of Himachal Pradesh and Rock-cut Temples in village Masroor, District Kangra, Himachal Pradesh have been included in the World Heritage List of UNESCO; and

(b) if not, whether Government would recommend their inclusion in the World Heritage List and the likely date by which it would be done?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

(b) There is no proposal at present.

### Conservation of Monuments

1972. PROF. NARAIN CHAND PARASHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have taken any steps to preserve the monuments and other archaeological assets in the Special Category States including Himachal Pradesh during the 7th plan;

(b) if so, the nature of steps taken and the list of monuments which have been declared protected monuments by the Department of Archaeology; and

(c) whether any more sites/monuments are under the consideration of Government for declaration as protected monuments and if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b). Yes, Sir. Archaeological Survey of India has taken the steps to preserve the centrally protected Monuments/Sites by way of water-tightening of exposed structures and conserving damaged structural portions, underpinning and pointing of joints and chemical treatment for preservation of the remains and

monuments. The list of centrally protected monuments for special category of States is given in the Statement below.

(c) The details of sites/monuments which are under consideration for protection by Central Government are as below:

- (i) Rock-cut Four Armed Bodhisatva, Milbak, Kargil Ladakh (J & K)
- (ii) Phoo Gumphu Buddhist Monastery and Mirkula Devi Temple Udaipur in Lahul Spiti District, Himachal Pradesh.
- (iii) Ancient mound called Puja Khola Paschim Pilak, South Tripura.
- (iv) Ancient mound called Thakurani Tilla, Paschim Pilak, Tripura.
- (v) Ancient mound called Shyam Sunder Ashram, Tilla Jalberi, South Tripura.

### Jammu and Kashmir

Sl. No.	Locality	Name of monument/site
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1.	2.	3.
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### DISTRICT ANANTNAG

1.	Aventipur	Aventisvara temple
2.	Aventipur	Aventisvami temple
3.	Chakradhar	Ancient site
4.	Kakapur	Ancient temples
5.	Khrew (Shikargah)	Monolithic Shrine
6.	-do-	Remains of ancient temple
7.	Ladhav	Ancient temple
8.	Malangpura	Remains of stupa above malangpuri
9.	Mattan	Bumzuva cave and temples

Sl. No.	Locality	Name of monument/site
10.	Payar	Ancient temple
11.	Rampur	Remains of ancient temples
12.	Randirshingpur	Martand temple
13.	Shopian	Albad Sarai
14.	Shopian	Burapura Sarai
15.	Verinag	Mughal building round a the spring.
16.	Shopian	Khanpura Sarai

## DISTRICT BARAMULA

17.	Bandi	Detha Mandir
18.	Buniyar	Ancient temple
19.	Fatehgarh	Ancient temple
20.	Paraspur	Remains of a stupa
21.	—do—	Remains of a monastery
22.	—do—	Remains of a Chaitya
23.	Pattan	Sugandhesa temple
24.	—do—	Sankara Caurisvara temple
25.	Sumbal	Ancient site
26.	Tapar	Pratapasvami temple
27.	Ushkura	Excavated Remains and ancient site
28.	Wularlake	Mosque and other ancient remains of the island

## JAMMU DISTRICT

29.	Akhnoor	Remains of Ambaran
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## DISTRICT KATHUA

30.	Basohill	Rock carvings of Devi riding a lion
31.	—do—	Rock carvings of Sitala, Narada. Bhahma and Radha-Krishan
32.	—do—	Visvervara Cave temple and other cave temples
33.	Bilaswar	Group of ancient temples
34.	Mahadhora	Trilochananath temple

## DISTRICT SRINAGAR

35.	Burzahom	Ancient site with megaliths
36.	Durganag	Sankaracharya temple
37.	Hari Parbat	Ancient temple
38.	—do—	Gates in the rempart of the Fort
39.	—do—	Mosque of Akhum Malla Shah
40.	Srinagar	Ancient site at Pandrethan
41.	—do—	Ancient temple at Behri Kadel
42.	Harwan	Excavated remains and ancient site
43.	Srinagar	Excavated remains in Pandrethan
44.	—do—	Khangah of Shah Hamdan
45.	—do—	Monuments known as pari Mahal
46.	—do—	Pandrethan temple
47.	—do—	Pathar Masjid
48.	—do—	Tomb of Zain-ul-Abidin's mother

S.No.	Locality	Name of Monument
49.	Wengath	Six ancient temples
DISTRICT UDHAMPUR		
50.	Babour	Ancient site
51.	—do—	Group of ancient temples
52.	Kirnichi	Group of four temples
53.	Ramnagar	Fort attributed to Raja Suchet Singh
54.	—do—	Palace attributed to Raja Suchet Singh
55.	—do—	Samadhi of the queen of Raja Suchet Singh.
LEH DISTRICT LADAKH		
56.	Leh	Ancient Palace
57.	Hemis	Gumpha
58.	Thiksey	Ancient Gumpha
59.	Shey	Ancient Palace
60.	Phyang	Buddhist Gumpha
61.	Leh	Old Castle
62.	Alchi	Buddhist Monestry
63.	Tiserru	Stupa
<i>Himachal Pradesh</i>		
CHAMBA DISTRICT		
1.	Bharmaur	Ganesh Temple
2.	—do—	Laxmi (Lakhana) Devi Temple
3.	—do—	Mani Mahesh temple
4.	—do—	Narsingh temple
5.	Chamba	Shri Bajreshwari temple Bhardiath
6.	—do—	Shri Bansi Gopal temple
7.	—do—	Shri Chamunda Devi temple
8.	—do—	Shri Hari Rai temple
9.	—do—	Shri Lakshmi Narayan Group of temples in Mohalla Hattnala
10.	—do—	Rock sculpture depicting Sita Ram, Hanuman etc. Sarotha.
11.	—do—	Shri Sita Ram temple in Mohalla Bangota
12.	Chhatrari	Shri Shakti Devi temple
KANGRA DISTRICT		
13.	Asapuri	Temple
14.	Bajjnath	Temples of Bajjnath and Sidhnath
15.	Bajaura (Kalu)	Temples of Basheshar Mahadeo
16.	Chaitru	Buddhist stupa known as Bhim Tila
17.	Dasal	Temple of Gaurishankar, with sculpture lying out side of it.
18.	Jagat Sukh	Aminiature stone Saiva temple



S.No.	Locality	Name of Monument
19.	Kangra	Ruined fort
20.	Kanhyara	Rock inscription
21.	Kotla	Fort
22.	Masrur	Rock-cut temples with sculptures lying in and outside it
23.	Nagar	Temple of Gaurishankar with its sculpture
24.	Nurpur	Ruined Fort
25.	Pathiar	Rock inscription
26.	Tira Sujanpur	Katoch Palace
27.	Upper Dharamsala	Lord Elgin's tomb
28.	Sujanpur	Narbadeshwar temple including the paintings therein as well as subsidiary shrines within the compound wall.

## MANDI DISTRICT

29.	Mandi	Barsela monuments
30.	—do—	Panchvaktra temple
31.	—do—	Trilokinath temple
32.	—do—	Ardhnarishwar temple & adjoining land

## LAHAUL AND SPITI

33.	Taho	Buddhist Monastery
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*Arunachal Pradesh (Kameng District)*

1.	Bhalukpong	Ruins
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## LOHIT DISTRICT

1.	Marinda (Mishme village)	Remains in Bishmak Nagar
2.	Na-Sadiya	Gund of the Emperor Sher Shah
3.	—do—	Two Swivel guns belonging to the Mughal Nawwara
4.	Near Paya	Ruins of copper temple

*Assam State*

## CACHAR DISTRICT

1.	Khaspur	Cachari ruins: 1. A small unfinished dwelling house 2. Baradwari 3. East wall 4. Singh Drwaza 5. Snan Mandir 6. Temple of Ranachandi 7. and 8. Two small temples.
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## DARRANG DISTRICT

1.	Bishwanath	Bordol temple
2.	—do—	Grave of Lt. Lewis Van Sandan
3.	—do—	Grave of Lt. Thomas Kennedy

S.No.	Locality	Name of Monument
4.	—do—	Rock known as "Bishwanath Sivalinga"
5.	Bishwanath	Rock known as "Sakreswar" on the island "Umatumani"
6.	N.C. Kamdayal	Dhandi temple
7.	Singri Hill	Ruins
8.	Tezpur	Masonry remains on the Bamuni Hills
9.	—do—	Mound and ruins of the stone temple
10.	—do—	Rock on the bank of the Brahmaputra about two miles below Tezpur and the inscriptions thereon
11.	Tezpur	Sculpture in the Chumery compound

## GOALPARA DISTRICT

12.	Goalpara	Monument over the grave of Mr. B.J. Stow
13.	—do—	Tomb of Lt. Caresswell
14.	Jogighopa	Ancient tombs
15.	Rangamati Hill	Idgah
16.	—do—	Rangamati Mosque and ablution tank attached thereto
17.	Dasabuja Devasthan	Shri Surya Pahar Ruins

## KAMRUP DISTRICT

18.	Gauhati	Carvings, inscriptions and pillars on the urbasi island
19.	—do—	Rock-cut sculpture representing Vishnu (with adjoining figure of Surya Ganesh, Devi, etc.) Locally known as Vishnu Janardhan
20.	Hajo	Stone inscription inside the "Pora Mecca Mosque"
21.	Kamakhya Hill	Durgarila rock inscription
22.	—do—	Durgarila rock inscription Rock-cut figures: <ol style="list-style-type: none"> <li>1. Dancing Bhairava (Locally known as Bala-Bhairava)</li> <li>2. Figures of Ganesa-2</li> <li>3. Figure of Narakasur-1</li> <li>4. Four handed Bhairabi-1</li> <li>5. Miniature Sikhara Shrines-4</li> <li>6. Siva-lingas-12</li> <li>7. Stone gateway-1</li> <li>8. Two handed Bhairab-1</li> </ol>

## SIBSAGAR DISTRICT

23.	Garhgaon	Ahom Palace
24.	Gaurisagar	Bishnudol

S.No.	Locality	Name of Monument
25.	—do—	Davidol
26.	—do—	Sivadol
27.	Joysagar	Bishnudol
28.	—do—	Devidol
29.	—do—	Ghanashyam's house
30.	—do—	Golakghar or magazine
31.	Joysagar (Silakuti and Meteka Bongaon Mauzas)	Kharengghar or u. . . Ahom Kings.
32.	—do—	Ranghar ruins
33.	Joysagar	Sivadol
34.	Kasomari Pathar	Monoliths
35.	Meteka	Rangnathdol
36.	Negriting	Sivadol
37.	Sibsagar	Bishnudol
38.	—do—	Devidol
39.	—do—	Eight cannon of the Ahom Period on the bank of the Sibsagar tank
40.	—do—	Sivadol
41.	Charaideo	Group of four Maidans
42.	Gaurisagar	Gauri Sagar Tank

*Assam State***NORTH CACHAR HILLS DISTRICT**

43.	Maibong	Rock-cut temple
44.	—do—	Two inscribed stones
45.	North Cachar Hills	Boloson Group Monoliths
46.	—do—	Derebara group monoliths
47.	—do—	Khartong group monoliths
48.	—do—	Kobak group monoliths

*Manipur State***IMPHAL DISTRICT**

1.	Bishenpur	Temple of Vishnu
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*Meghalaya State***UNITED KHASI AND JAINTIA HILLS DISTRICT**

1.	Between Jaraon and Syndai	Megalithic bridge on the Um-Nyakaneh
2.	Bhoi country	Stone memorial of U-mawthodhur
3.	Cherrapunji	Sectt's Monument
4.	Khasi and Jaintia Hills	Manipur memorial
5.	Maput	Megalithic bridge known as Thulu- um-wi between Jewai and Jardin
6.	Nartiang	Stone memorial of U-Mawthaw-dur briew
7.	Near Syndai	Megalithic bridge on the Um-Kumbeh
8.	Syndai	Tank

S.No.	Locality	Name of Monument
<i>Nagaland State</i>		
<b>TUENSANG DISTRICT</b>		
1.	Dimapur	Remains of a fort (Dimapur ruins)
2.	Khonoma	Memorials of Mr. G.H. Damout, Major G.R. Cook and Subedar Nurbir Sahi
3.	Kohima	Stone Gairn to the Memory of Mr. Damout.
4.	Suchima	Lt. H. Ferbe's Grave
<i>Sikkim State</i>		
1.	Forest area of Pemayongtse	Radbentse site of ancient Capital of Sikkim
2.	Monastery Estate	Dubdi Monastery
3.	Kheoched Phadvi	Coronation Throne of Nerbugang near Yuksam
3.	Kheechoed Phalvi	
<i>Tripura State (Tripura)</i>		
1.	Radha Kishorepur	Gunavati groups of temples
2.	—do—	Temples of Chaturdasha Devata
3.	Rajnagar	Bhubaneswari temple
4.	Unakuti Range	Sculptures and rock-cut relief of Unakuti Tritha
5.	Bakonagar	Ancient site.

### Modernisation of SAIL Units

1973. SHRI LAKSHMAN MALLICK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether the Steel Authority of India Limited has decided to divide its massive modernisation project for the different steel plants into a number of separate turnkey packages, assigning full responsibility to a single contracting agency for each package, instead of going to different contractors for different activities as in the past; and

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

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) and (b). Steel Authority of India (SAIL), with a view to obviating the

possibilities of delay in implementation due to multiplicity of executing agencies, have divided the work in relation to the modernisation scheme for Durgapur Steel Plant and Phase I of Rourkela Steel Plant, into a number of homogenous packages comprising discrete activities. The full responsibility for implementation, on turn-key basis, of these packages of work is envisaged to be assigned to the successful bidder-contractor for each of the packages.

The work of modernisation of Durgapur Steel Plant has been divided into 16 turn-key packages, of which 6 are global and 10 indigenous. Contracts for 12 of these 16 packages have already been awarded while the remaining 4 are under process. The modernisation

Phase I of Rourkela Steel Plant is to be executed through 12 turn-key packages, of which one has already been awarded and the others are being processed. Implementation strategy in respect of modernisation of other plants is yet to be finalised.

### **Kendriya Vidyalayas in Kerala**

1974, SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Kendriya Vidyalayas functioning in Kerala;

(b) whether there is any proposal to open more Kendriya Vidyalayas there; and

(c) if so, the details of the proposed locations?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) There are 21 Kendriya Vidyalayas functioning in Kerala.

(b) and (c). The decision to set-up new Kendriya Vidyalayas in 1989-90 session has not been taken yet.

### **Allocation to Central Plantation Crops Research Institute, Kasaragod**

1975. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the allocation made by Government for Research and Development to Central Plantation Crops Research Institute at Kasaragod, Kerala; and

(b) the details of research studies undertaken at the Centre?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) Sir, An allocation of Rs.300 lakhs under VII Plan budget has been made for the Central Plantation Crops Research Institute. The non-plan provision for 1988-89 is Rs.278.25 lakhs.

(b) The research studies undertaken at the Centre pertain to development of (i) varieties and hybrids (ii) appropriate production, protection and processing technologies (iii) cropping systems and (iv) technology transfer in respect of plantation crops such as Coconut, Arecanut, oilpalm and cocoa.

### **Steps to Promote Sanskrit Language**

1976. SHRIMATI JAYANTI PATNAIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have any scheme for the promotion of Sanskrit language;

(b) if so, the details of the steps being taken for the promotion of Sanskrit; and

(c) the details of encouragement given to the students learning Sanskrit language?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) Yes, Sir.

(b) A number of steps have been taken for Promotion of Sanskrit. Details of which are as follows:—

- (i) Rashtriya Sanskrit Sansthan, an autonomous organisation under the Ministry of Human Resource Development, set up in 1970, engages itself alongwith its eight Kendriya Sanskrit Vidyapeethas in research, publication, collection and preservation of manusript and teaching of Sanskrit on traditional pattern. There are also more than 30 institutions affiliated to Sansthan.
- (ii) 14 Adarsh Sanskrit Pathshalas/Shodh Sansthans have been established under the direct control of the Ministry for imparting Sanskrit learning.
- (iii) Service of a number of senior eminent Sanskrit scholars are utilised to impart indepth study in Shastras.
- (iv) A large number of voluntary Sanskrit organisations are given financial assistance for promotion of Sanskrit learning.

(v) Financial assistance is given to Sanskrit dictionary Project of Deccan College, Pune for preparation of a Sanskrit dictionary on historical principles which will help research scholars in the interpretation of old and difficult Sanskrit texts.

(vi) Financial assistance is given to individuals including contemporary writers/voluntary Sanskrit institutions for publications of bringing at improvement in the Sanskrit journals and for publication of rare Sanskrit manuscripts.

(vii) Award of Certificates of Honour - by - the Present of India to -eminent scholars of Sanskrit books, for Sanskrit.

(viii) Holding of All India Vedio Convention.

(ix) Holding of All India Sanskrit Elocution Contest.

(x) Establishment of Rashtriya Veda Vidya Pratishthan to co-relate the knowledge contained in ancient Sanskrit text with modern scientific knowledge.

(xi) Grant of financial assistance to registered voluntary organisations to conduct special orientation courses for the products of traiditonal Sanskrit pathshalas/institutions.

(xii) Grant of financial assistance to eminent Sanskrit pandits in indigent cricumstances.

(c) The students learning Sanskrit language are given encouragement in the form of the scholarship, stipend etc. A number of scholarship schemes are operated by Rashtriya Sanskrit Sansthan, Adarsh Sanskrit Pathshalas and voluntary Sanskrit organisations, details of which are as follows:—

(i) **RASHTRIYA SANSKRIT SANSTHAN:**

(i) Research Rs.300 / —p.m. scholarships of and contingent grant of Rs.500/—per year for 2 years.

(ii) Intermediate Rs.50/—p.m. and equivalent for 10 months.

(iii) B.A. and Rs.75/—p.m. equivalent for 10 months.

(iv) M.A. & Rs.100/—p.m. equivalent for 10 months

(ii) **ADARSH SANSKRIT PATHSHALAS:**

(i) Prak Shastri-Rs.40/—p.m. for 2nd year 10 months

(ii) Shastri 1st & Rs.50/—p.m. for 2nd years 10 months

(iii) Acharya Rs.75/—p.m. for 1st, 2nd and 10 months 3rd year

(iii) Veda Pathshalas are receiving 95% maintenance grant from the Ministry towards scholarships @Rs.150/—p.m. to the vedic students.

(iv) Voluntary Sanskrit organisations which receive 75% grant from the Ministry also award scholarships to the residential students on the recommendations made by the Grants Committee.

(v) Financial assistance is given to State Governments for awarding scholarships to the students studying Sanskrit in secondary schools.

(vi) Grants are given to State Governments for modernisation of Sanskrit pathshalas and provision of facilities for teaching of Sanskrit in secondary schools.

(vii) For preservation of oral tradition of Vedic recitation, honorarium is given to the Swadhyayins @ of Rs.1250/—p.m. and stipend to the students @ of Rs.175/—p.m.

**Import of Seeds by NSC**

1977. SHRI JAGANNATH PATTNAIK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether seeds are imported for distribution in the country through National Seeds Corporation or any other agencies on its behalf;

(b) if so, the quantum of imports during the last three years and the foreign exchange spent for importing these seeds;

(c) the steps Government propose to take to open fair price seeds depots in villages; and

(d) the profit earned by the

National Seeds Corporation during the last three years; year-wise?

**THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV):** (a) National Seeds Corporation imports limited quantities of seeds on a selective basis.

(b) No seeds were imported by National Seeds Corporation during 1985-86 and 1986-87. During 1987-88 NSC imported 42,600 kgs. of seeds valued at Rs.6214070 approximately.

(c) NSC has its own sale depots in 118 important Centres in different parts of the country. Apart from this, NSC has a network of 2,500 dealers for sale of seeds. NSC has also distributed seeds through various State Government agencies also. There is no proposal to open fair price depots in the villages.

(d) NSC has not earned any profit during the last three years. The year-wise losses for the last 3 years suffered by the Corporation are as under:

1985-86 Rs.317.45 lakhs

1986-87 Rs.440.48 lakhs

1987-88 Rs.190.50 lakhs (estimated)

#### **Adult Education Scheme in Rural Areas**

1978. SHRI JAGANNATH PATTNAIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have re-structured the Adult Education Scheme or re-modelled it for introduction in the rural areas;

(b) if so, the details thereof;

(c) whether any incentives have

been provided for those who do motivation work; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P.SHAHI):** (a) Yes, Sir.

(b) Adult Education Programme has now been restructured and given a missionary character. A National Literacy Mission Authority with 2 wings namely a Council and Executive Committee has been formed at the National Level and similar bodies are being set up at the State level. While the existing programmes have been restructured and revised to make them cost effective and result-oriented, new approaches have been introduced to make the whole programme a mass movement. The strategy designed with such an objectives takes into account measures to improve the content and quality of the conventional Centre-based-programme and promote individual volunteer-learner-based programme on the principle of "Each one Teach one".

(c) and (d). Motivation of learners and teachers has been acknowledged to be one of the key issues for the success of NLM. A design for motivation-Centred Programme has also been built into the Mission strategy. Opportunity to go on excursions and fairs, awards and public recognition to functionaries and learners have been included as positive incentives therein.



### Central Purchase Agency Under Sail

1979. SHRI JAGANNATH PATTNAIK: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether recently Union Government have decided to set-up a Central Purchase Agency under the Steel Authority of India Limited; and

(b) if so, the salient features thereof?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) No, Sir.

(b) Does not arise.

### Desilting of Tanks in Bangalore District with World Bank Assistance

1980. SHRI V.S. KRISHNA IYER: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the World Bank has agreed in principle to assist the Bangalore Zila Parishad for desilting the tanks in the district;

(b) if so, whether Government have received any proposal from the State Government for World Bank assistance;

(c) if so, the total assistance sought; and

(d) the action taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) No, Sir.

(b) to (d). Do not arise.

### Use of Milk Solids by Mother Dairy

1981. SHRI P.R. KUMARAMANGALAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Mother Dairy has been using even in winter nearly 80 per cent of milk solids from imported gift EEC Commodities as also "pooled" buffer stocks which were normally meant for use only in lean summer months; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAY) (a) and (b) The Mother Dairy, Delhi, has not been using in winter nearly 80% of milk solids from European Economic Community (EEC) gifted commodities and "pooled" buffer stocks. The percentage of total solids used for recombination during the last four winters (November, December, January & February) is given below:—

Year	Percentage of total solids recombined in total milk marketed by Mother Dairy, Delhi.
1985-86	7.04
1986-87	19.70
1987-88	54.27
1988-89(upto 20-2-89)	42.66

The commodities are being used for toning down the high fat milk and augmenting the supply by recombining the skim milk powder with butter oil/white butter in case of shortfall in fresh milk procurement.

### Contract Labour with Hindustan Shipyard

1982. SHRI DHARAM PAL  
SINGH MALIK:  
SHRI PRAKASH  
CHANDRA:  
SHRI M.RAGHUMA  
REDDY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a large number of persons are engaged as contract labour with the Hindustan Shipyard Limited, Visakhapatnam;

(b) if so, the number thereof and since when they have been engaged;

(c) whether Government propose to abolish contract system there and make them permanent; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). Hindustan Shipyard Limited engages on an average about 450 labour per day, through Labour Societies, to meet their intermittent and sporadic jobs, which are not of a continuous nature. Such labour have been engaged through Societies since 1971.

(c) and (d). The Government of Andhra Pradesh have vide G.O. M.s No..375 dated 5th June, 1981, prohibited employment of contract labour in the insulation work in ship-building, chipping & painting in Hindustan Shipyard Limited. The above order has not yet come into force, pending disposal by the State Government of a representation made by the Hindustan Shipyard Limited.

### Withdrawal of Army From Siachen Glacier

1983. SHRI S.B. SIDNAL:  
SHRI DILEEP SINGH  
BHURIA:  
SHRI KAMAL NATH:  
PROF. K.V. THOMAS:  
SHRI S.M. GURADDI:  
DR. G.S. RAJHANS:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister of Pakistan has stated that India should pull out the Army from Siachen Glacier for improving the relations between the two countries; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) In a recent interview to the UNI, Prime Minister Benazir Bhutto described Siachen as "an unnecessary irritant" in India-Pakistan bilateral relations and, inter alia, added that Pakistan expected "India to withdraw its forces to pre-Simla positions".

(b) The next round of Defence Secretary level talks between India and Pakistan on Siachen is expected to be held in the near future.

[Translation]

### Capacity Of Cold Storages

#### In Uttar Pradesh

1984. SHRI HARISH RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) the total storage capacity of cold storages in Uttar Pradesh vis-a-vis target fixed in the current plan; and

(b) the nature of assistance proposed to be extended by Government to the State Government to increase the cold storage capacity in the State for the benefit of fruit and vegetable growers?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANÁ POOJARY): (a). There are 788 cold storages in Uttar Pradesh with a total capacity of 26.03 lakh tonnes as on 31.12.88. No target has been fixed for the current plan.

(b) For promotion and development of cold storages in the cooperative sector, technical and financial assistances is generally provided by the State Government with supplementary assistance made available by the National Cooperative Development Corporation. The cost of cold storages in the cooperative sector is shared between the concerned Cooperative, State Government and National Cooperative Development in the ratio of 1:4:15.

#### **Weedicides to Control Harmful Weeds**

1985. -SHRI- HARISH— RAWAT:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether weeds like lentana bushes and tipatiya grass are adversely affecting the agricultural production in the hilly areas of Uttar Pradesh;

(b) if so, whether any weedicides have been identified to destroy and control these weeds;

(c) if so, the details thereof;

(d) if not, whether the Indian Council of Agricultural Research has prepared an action plan in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) Sir, Lantana and Tipatiya are commonly found in uncultivated lands and thus do not affect the cultivated crops.

(b) and (c) For control of Tipatiya 2, 4-D is widely used. It gives only temporary control of foilage. Repeated application of paraquat @1.0 kg/ has been found effective in controlling this weed. Glyphosate @ 1-2 kg/ has been found very effective for its control Other promising herbicides for its control are diuron, mentribuzin etc.

For control of Lentana, the research have revealed that (1) cutting the *Lantana* bushes 2-3" above the ground level, preferably in the month of September, (2) allowing the stem to regenerate tender foliage for 1/2-2 months followed by (3) spray of glyphosate 1% solution on the foliage, till it is completely drenched, effectively controls the weed.

(d) and (e) Do not arise.

[English]

#### **Gold Deposit in Palghat District (Kerala)**

1986. SHRI V.S. VIJAYARAGHAVAN:  
Will the Minister of STEEL AND MINES be pleased to state:

(a) whether gold deposit was found in the Palghat District of Kerala;

(b) whether there is any programme for the commercial exploitation of the same; and

(c) if so, the details thereof?

THE MINISTER OF STEEL AND MINES (SHRI M. L. FOTEDAR): (a) No gold deposit, as such, was found in the Palghat District of Kerala. However, in the course of surveys during 1986-87 minor incidence of gold was detected in the gravel beds along the course of Ambanad river, Kanjirapuzha and Thuppanadu Puzha in Mannarghat taluk of Palghat district.

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

#### **Schemes to promote Vegetable Cultivation**

1987. SHRIMATI KISHORI SINHA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there are any schemes to promote cultivation of vegetables to meet the rising needs of urban population and to check the soaring prices of vegetables; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Government of India have proposed to implement a Central Sector and a Centrally Sponsored Schemes for increasing production of vegetables to meet the rising needs of urban population and thereby checking their prices. The programmes include production of breeder, foundation and certified seeds of various

vegetables, distribution of vegetable seed minikits, popularisation of improved agro-techniques and training of Extension Officers and farmers etc.

#### **Effect of Milk Price on DMS and Mother Dairy profitability**

1988. SHRIMATI KISHORI SINHA: Will the Minister of AGRICULTURE be pleased to state:

(a) the effect of recent hike in milk prices on the profitability of Delhi Milk Scheme and Mother Dairy;

(b) whether milk productivity and supply has kept pace with the rise in prices of milk in the last five years; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) While the Mother Dairy is not incurring any loss after the recent increase in the sale price of milk effective from 30.12.1988, the losses of Delhi Milk Scheme are expected to be reduced to some extent during the current financial year.

(b) and (c). No specific studies have been undertaken to establish any definite relationship between milk productivity, supply and prices. However, the general experience during the past has shown that remunerative procurement prices act as an incentive to milk producers to increase their supplies to the organised dairy cooperative sector.

### Meat packaging Industry

1989. SHRIMATI KISHORI SINHA:  
Will the Minister of FOOD  
PROCESSING INDUSTRIES be  
pleased to state:

(a) whether there is rising demand  
for Indian packaged mutton in the  
Middle East;

(b) if so, whether there is any  
proposal to encourage setting up of  
meat packaging industry; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF  
THE MINISTRY OF FOOD  
PROCESSING INDUSTRIES (SHRI  
JAGDISH TYTLER): (a) to (c).  
Authenticated figures on exports of  
packaged mutton from India are not  
available. However, customs duty on  
meat processing machines and  
packaging machines has been  
reduced. This should encourage  
setting up of meat processing  
industries.

### Festivals of India

1990. SHRI K.P. UNNIKRISHNAN:  
Will the Minister of HUMAN  
RESOURCE DEVELOPMENT be  
pleased to state:

(a) the places where Festivals of  
India were organised since 1985 and  
the duration of each of them;

(b) the expenditure on each of  
these Festivals;

(c) the foreign exchange  
component spent on each of these  
Festivals; and

(d) whether any evaluation has  
been undertaken by the Ministry or

any other organisation of these  
Festivals and their contribution?

THE MINISTER OF STATE IN  
THE DEPARTMENTS OF  
EDUCATION AND CULTURE IN  
THE MINISTRY OF HUMAN  
RESOURCE DEVELOPMENT (SHRI  
L. P. SHAHI): (a) Since 1985, the  
Festivals of India were organised in  
the following countries for the  
duration shown against each of  
them:

France : June, 1985 to June,  
1986.

USA : June, 1985 to Nov.,  
1986.

USSR : July, 1987 to July, 1988

Japan : April, 1988 to Oct.,  
1988.

Sweden : Aug., 1987 to Jan.,  
1988.

(b) The expenditure incurred on  
each of these festivals is as under:

(Rs. in crores)

(i) Festivals of IndiaRs. 10.75  
in France & USA.  
(as on 31.3.1986)

(ii) Festival of India inRs. 14.48  
USSR.  
(as on 31.3.1988)

(iii) Festival of India inRs. 2.17  
Japan  
(as on  
31.12.1988)

(iv) Indian Rs. 0.66  
Manifestation in  
Sweden.

(c) Information is being collected and will be laid on the Table of the House.

(d) No, Sir.

**Shipping service between  
Mangalore and Bombay**

1991. SHRI V.S. KRISHNA IYER: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there was any passenger shipping service between Mangalore and Bombay earlier;

(b) if so, the period thereof;

(c) whether Government propose to introduce passenger shipping service between Mangalore and Bombay in view of the increased traffic on rail and road; and

(d) if not, whether private shipping companies are proposed to be permitted to introduce such passenger service between Mangalore and Bombay?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). There was a regular passenger service between Bombay and Mangalore upto about 1964 and thereafter intermittently upto middle of 1966.

(c) Shipping Corporation of India have been directed to start preliminary work on a techno-economic feasibility report for a Ro-Ro passenger-cum-cargo ferry service to be included in the Eighth Plan.

(d) The Government will have no objection to any private shipping company to run such a service

subject to the provisions of the Merchant Shipping Act.

**Promoting Kabaddi in Karnataka**

1992. SHRI V.S. KRISHNA IYER: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government of Karnataka has sought Central assistance for promoting Kabaddi in the State;

(b) if so, the total assistance sought; and

(c) whether the same has been released?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF 'HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) to (c). The Sports Authority of India (SAI) has a Plan Scheme for promotion of Indigenous Games & Martial Arts which provides for financial assistance upto Rs. 25,000/- for conduct of State level competition demonstration of Indigenous Games. As per request, received in February, 1987 from the Govt. of Karnataka for financial assistance, SAI had sanctioned Rs. 75,000/- for conduct of Kambala, Slush Race and Kabaddi. An advance of Rs. 65,000/- was released in March, 1987 for this purpose.

### Grants-in-Aid to ICCR

1993. SHRI RAJ KUMAR RAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Ministry of Human Resource Development gives substantial grant-in-aid to the Indian Council for Cultural Relations for purposes of presentation of books to foreign countries;

(b) if so, the details thereof;

(c) whether the Ministry of Human Resource Development is associated with the process of selection of books by the council; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) and (b). Yes, Sir. the amounts of grant-in-aid during 1986-87 to 1988-89 are given below:—

- (i) 1986-87 Rs. 1,21,692.91
- (ii) 1987-88—Rs. 3,00,000.00
- (iii) 1988-89 Rs. 3,00,000.00

(c) and (d) Detailed instructions are issued by the Ministry of Human Resource Development regarding utilization of the grant-in-aid and these are being complied with.

### Countries visited by Officers of ICCR

1994. SHRI RAJ KUMAR RAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the countries visited by the officers of Indian Council for Cultural Relations during the last three years;

(b) the amount spent on each visit and the purpose of each visit;

(c) the achievements of such visits; and

(d) whether the purpose for which such visits were undertaken could be served by entrusting the work to Indian Missions abroad?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) to (c) The countries visited by the officers of ICCR during the year 1986, 1987 and 1988 and the purpose and achievement of each visit are given in the statement laid on the Table of the House [Placed in Library, See No.LT-7500/89]

Information regarding the amount spent on each visit is being collected and will be laid on the Table of the House.

(d) No, Sir.

### Schemes pending with University Grants Commission

1995. SHRI UTTAM RATHOD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether many of the schemes applied for by different colleges and duly recommended by their universities are pending with the University Grants Commission for sanction;

(b) if so, the details thereof and the period for which these are pending; and

(c) the reasons for delay in taking decisions thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) to (c) The University Grants Commission provides development support to the colleges on the basis of guidelines formulated

at the beginning of each plan. These guidelines indicate the criteria and conditions of eligibility for providing assistance. Only those colleges which are recognised by the UGC under Section 2(f) of the UGC Act, and have been declared fit for assistance under Section 12(B) of the UGC Act, (if the colleges have been established after June, 1972) are eligible to receive assistance from the Commission. Normally, the assistance available from the Commission is in the form of some basic assistance for books, equipment and faculty improvement and for development of undergraduate and post-graduate education. The range of assistance to colleges for undergraduate education varies from Rs. 4 lakhs to Rs. 8 lakhs during the 7th Plan. Out of a total of 6597 colleges in the country, 3636 colleges are eligible for receiving assistance from the Commission. The details of the proposals received from the colleges under various schemes of assistance, and approved by the Commission are indicated below:

	No. of proposals received	No. of proposals approved	Balance
1. Basic Assistance	2840	2720	120
2. Under-graduate Education	2373	1911	462
3. Post-graduate Education	517	327	190
4. Single faculty colleges	136	114	22

The pending proposals are in the process of finalisation.

### Compensation to Families of Indian Crewmen died in Fishing Vessel King Horong-II

1996. SHRI P.M. SAYEED:  
SHRI SAIFUDDIN  
CHOWDHARY:  
SHRI AJOY BISWAS:  
SHRI MANIK SANYAL:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the cases of claims for compensation to the families of the Indian crewmen who died in the fishing vessel King Horong-II after collision with a Norwegian vessel were taken up with the fishing company; and

(b) if so, the results of the efforts made?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI JAGDISH TYTLER): (a) and (b). The Indian company M/s. Blue Chrome Ltd., New Delhi were asked in August 1988 to settle the compensation claims made by the families of the Indian crew who lost their lives. M/s. Blue Chrome Ltd., New Delhi have informed that certain documents which are essential in order to get the claims settled have not yet been furnished by the legal heirs of the deceased Indian crew.



### Arjuna Award

1997. SHRI V. TULSIRAM:

SHRI BALASAHEB VIKHE  
PATIL:

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

(a) whether there is any proposal under consideration to amend the rules for giving Arjuna Award and other similar awards; and

(b) if so, the details thereof?

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). Government has decided to increase the cash component of the Arjuna Award from Rs. 5,000/- to Rs. 20,000/- and that of Dronacharya Award from Rs. 25,000/- to Rs. 40,000/- The amount of Rs. 5,000/- of the Arjuna Award has been increased as it was fixed several years ago and was considered inadequate while the amount of Dronacharya Award has been increased proportionately keeping in view the Guru-Shishya relationship.

### Pakistan Prime Minister's statement on Kashmir Issue

1998. PROF. P.J. KURIEN:

DR. G.S. RAJHANS:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Prime Minister of Pakistan has stated that the Kashmir issue should be settled on the basis of its stand in U.N. and not on the basis of Simla Agreement;

(b) whether Government of India

has taken up the matter with the Pakistan authorities; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Prime Minister Benazir Bhutto in a recent interview to UNI mentioned both the Simla Agreement as well as the UN resolutions in the context of Kashmir. Stating that "the Simla Agreement also provides a basis for the solution of the Kashmir issue" she, *inter alia*, added, "...there is nothing in the Simla Agreement which completely rules out the role of United Nations or other international forums".

(b) and (c) From time to time Pakistan has been made aware of our stand that Jammu & Kashmir is an integral part of India and that the only issue which remains to be resolved is that of the vacation of Indian territory under Pakistan's illegal occupation. We are of the view that all matters between the two countries should be resolved bilaterally and in accordance with the Simla Agreement.

### Universities in Kerala not receiving UGC Grants

1999. PROF. P.J. KURIEN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any university in Kerala which has been declared fit by the University Grants Commission to get assistance from the Centre but is not receiving grants from the University Grants Commission; and

(b) if so, the name thereof and the reasons for not receiving the grants?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a). No, Sir. All the Universities in Kerala which have been declared fit by the UGC for receiving assistance, are receiving assistance from the Commission.

(b) Does not arise.

### **UGC Pay Scales and Merit Promotion Scheme in Delhi Colleges**

2000. SHRI SATYAGOPAL MISHRA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission pay scales for college and university teachers and Merit Promotion Scheme incorporated therein have been made applicable in all Colleges in Delhi; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) and (b) According to the information furnished by the UGC, University of Delhi, Delhi Administration and the Ministry of Health & Family Welfare, the position in regard to the implementation of the revised pay scales of teachers of colleges in Delhi is as follows:—

(i) 61 colleges, including the Ayurvedic and Unani Tibbia College, have implemented the Scheme of revision of pay

scales of teachers in University and Colleges and other measures for maintenance of standards in higher education as circulated by this Ministry dated 17.6.87 and modified on 22.7.88.

(ii) The teachers of 4 technical institutions, 3 medical colleges and one Nursing College have been given scales of pay recommended by the Fourth Pay Commission.

The Government of India has announced the revision of pay scales of teachers in Technical Institutions on 28.2.89, which is applicable to teachers of technical Colleges in Delhi. The scheme of revision of pay scales of teachers of Universities and Colleges and the scheme for revision of pay scales of teachers of technical institutions provide that the teachers may opt for the Merit Promotion Scheme, 1983 wherever it was in Operation, and avail of the replacement pay scales recommended by the Fourth Pay Commission instead of the revised pay scales.

### **Conservation of monuments**

2001. SHRI BANWARI LAL PUROHIT:  
PROF RAMKRISHNA MORE:

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

(a) whether the noted conservationist Dr. Bernard M. Fielden of UK has recently visited a number of historical places and monuments in our country and has emphasised the need to conserve the monuments;

(b) if so, the suggestions made by him; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) to (c). Yes Sir. Sir Bernard M. Feilden has recently visited a number of places in India at the behest of INTACH. He has not given any specific recommendation on the conservation of monuments visited by him.

Sir Feilden had given "Some Thoughts on the Archaeological Survey of India." Some of these are contrary to the existing laws governing the Ancient Monuments and Archaeological Sites while others are too general in nature emphasizing beautification of sites, employment of retired experts, development of tourism, and the like.

#### Countries visited by PM in 1988

2002. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of visits of Heads of Government from abroad to India during 1988; and

(b) the countries visited by the Prime Minister during 1988?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) The information is given in Statement-I below.

(b) The information is given in Statement-II below.

#### Statement-I

#### VISITS BY HEADS OF GOVERNMENT TO INDIA IN 1988

1. H.E. Mr. Giovanni Goria January 8-10  
Prime Minister of Italy
2. H.E. Mr. Hun Sen January  
Member of the Polit Bureau,  
Chairman of the Council of Ministers,  
People's Republic of Kampuchea 13-15
3. H.E. Mr. J.R. Jayewardene, January  
President of Sri Lanka 25-30
4. H.E. Mr. Li Gun Mo February  
Premier of the Administration 18-21  
Council of the Democratic  
People's Republic of Korea
5. H.E. Mr. Lee Kuan Yew March 15-  
Prime Minister of 17  
Singapore
6. H.E. Dr. Najibullah May 4-6  
President of Afghanistan
7. H.E. Major General May 14-16  
Joaquim Alberto  
Chissano  
President of Mozambique
8. Right Hon'ble Dr. Samson Kisekka July 6-9  
Prime Minister of  
Uganda  
(Private Visit)
9. H.E. Mr. H. M. Ershad Sep-  
President of Bangladesh 29
10. His Majesty King Sep-  
Birendra  
Bir Bikram Shah Dev of 29-30  
Nepal
11. H.E. Yassir Arafat October 5  
Chairman of the Palestine  
Liberation Organisation

12. H.E. Mr. Eduardo Des Santos  
President of Angola October 24-26
13. H.E. Mr. R.F.M. Lubbers  
Prime Minister of the Netherlands October 28-29
14. H.E. Mr. Hun Sen  
Member of the Polit Bureau  
Chairman of the Council of Ministers  
People's Republic of Kampuchea November 16-17
15. H.E. Mr. Mikhail S. Gorbachev  
Chairman of the Presidium of the Supreme Soviet of the USSR,  
General Secretary of the Central Committee of the CPSU. November 18-20
16. H.E. Mr. Sam Nujoma  
President of SWAPO November 23-27
17. H.E. Mr. Maumoon Abdul Gayoom  
President of Maldives December 7-8

### Statement II

#### PRIME MINISTER'S VISIT ABROAD DURING 1988

<i>Countries Visited</i>	<i>Dates</i>
1. Sweden	20 to 23 January 1988
2. Japan and Vietnam	14 to 16 April 1988
3. Syria, F.R.G., U.S.A. and Hungary	4 to 11 June 1988
4. Jordan, Yugoslavia, Spain and Turkey	11 to 19 July 1988
5. Bhutan	23 to 24 September 1988

6. China 19 to 23 December 1988
7. Pakistan 29 to 31 December 1988

#### Fresh conditions for fishing by trawlers

2003. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether Government have laid down any fresh conditions for fishing by trawlers and by native boats during 1988;

(b) if so, the details thereof;

(c) whether reports of trawlers encroaching upon waters banned to them have been received; and

(d) if so, the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI JAGDISH TYTLER): (a) and (b): The following fresh conditions have been introduced in 1988 in the letters of permission/intent issued to the companies for acquisition of deep sea fishing vessels:-

- (i) The deep sea fishing vessels shall engage in fishing in Indian Exclusive Economic Zone (EEZ) and beyond and will not be permitted to fish in the area covered by the coast line and the line joining the following points in the North of Chilka (Orissa) and upto Bangladesh boundary:-

(1) 19°22'N - 85° 30'E

(2) 20°N -86° 56'E

(3) 20° 42'N -88°E

(4) 21° 88'N -89°7'E

(5) 21° 16'N -89° 14'N

(ii) The base port for operation of vessels would be as designated,

(c) No, Sir.

(d) Question does not arise.

**Central assistance to Bolangir and Kalahandi districts of Orissa**

2004. PROF. MADHU DANDAVATE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Bolangir and Kalahandi districts of Orissa have been affected by drought year after year;

(b) if so, whether State Government has asked for special assistance from Union Government for these districts?

(c) if not, whether voluntary agencies have been pleading for centre's special assistance for these two districts; and

(d) if so, the steps taken to alleviate the sufferings of the people of these districts?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

**Unemployment of Indian officers on foreign vessels**

2005. PROF. MADHU DANDAVATE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether about eight thousand Indian Officers employed on foreign

vessels are likely to face unemployment due to the recently introduced requirement of producing a 'No Objection Certificate' from the Director General of Shipping;

(b) if so, whether this will also affect the employment of about 25,000 Seamen, besides valuable remittances to India in foreign exchange; and

(c) if so, the steps taken to avoid the impending large scale unemployment?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No, Sir. (b) The order under Section 115 of the Merchant Shipping Act, 1958 does not apply to seamen. (c) Does not arise.

**Pakistan's Re-Entry to Commonwealth**

2006. SHRI E. AYYAPU REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan has expressed its intention to seek membership of the Commonwealth;

(b) whether India has agreed to sponsor its re-entry into the Commonwealth; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Pakistan has expressed interest in rejoining the Commonwealth.

(b) and (c). Government of India have agreed to welcome and support Pakistan's rejoining the Commonwealth whenever Pakistan makes a

formal request to the Commonwealth. It will be recalled that a democratically elected Government of Pakistan had pulled out of the Commonwealth, if another democratically elected Government of that country wishes to re-join the Commonwealth, India would support it.

#### **Caprolactam Project of FACT**

2007. PROF. K.V. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Caprolactam Project of FACT Kerala, is ready for commissioning;

(b) its original estimated cost; and

(c) the actual amount spent on this project?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU):

(a) The Ammonium Sulphate Caprolactam Project of the Fertilisers and Chemicals Travancore Ltd. (FACT) at Udyogamandal is scheduled to be commissioned by September, 1989. (b) The Project was originally estimated to cost Rs. 147.94 crores at August, '80 price level. (c) As on 31st January, '89, a sum of Rs. 245.08 crores against the revised cost estimate of Rs. 315 crores has since been spent.

#### **Detailed Project report for development of Paradip Port**

2008. SHRIMATI JAYANTI

PATNAIK:

DR. KRUPASINDHU BHOI:

SHRI BRAJA MOHAN

MOHANTY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether M/s. Hyundai Corporation of South Korea have submitted the Detailed Project Report for the proposed development of Paradip Port;

(b) if so, the details thereof including the estimated cost of the project;

(c) whether Government have approved the project; and

(d) if so, the amount proposed to be provided by M/s. Hyundai Corporation and to be borne by the Union Government for executing the project?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b). M/s. Hyundai Corporation have submitted an interim report which does not contain any cost estimates. They will submit the final report after they have received the comments of various agencies.

(c) and (d). As the final report has not been submitted the question does not arise.

#### **Dairy Development Projects**

2009. SHRIMATI JAYANTI PATNAIK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have approved some dairy development projects for implementation with Swiss assistance;

(b) if so, the States where Swiss-aided dairy development projects are

under implementation and since when;

- (c) the cost of those projects; and
- (d) the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): - (a) and (b). The Government have approved a Dairy Development Project with Swiss assistance for implementation in Northern Kerala covering the six districts of Cannanore, Kasargod, Wynad, Malappuram, Calicut and Palghat. The Project was approved in March, 1987 and an agreement for Swiss assistance for the project was signed between Government of India and the Swiss Government in September, 1987. The project has since been under implementation.

(c) and (d). The estimated cost of the project is Rs. 8.13 crores to be implemented in two Phases over a period of six years. The financing terms are the same as those of Operation Flood.

[Translation]

#### **Release of additional funds under DDP**

2010. SHRI VIRDHI CHANDER JAIN: Will the Minister of AGRICULTURE be pleased to state.

(a) the amount allocated under the Desert Development Programme during the Seventh Five Year Plan;

(b) the amount released to States under the Programme so far;

(c) whether Government propose to release any additional funds; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) to (d). The outlay for the Desert Development Programme for the Seventh Five Year Plan is Rs. 2.45 crores, out of which Rs. 134.30 crores have been released to States so far. During the current year (1988-89) Rs. 41.46 crores have been released against an allocation of Rs. 49.50 crores for States so far and proposals for release of Rs. 8.04 crores are under consideration. Plan allocation for the year 1989-90 are likely to be Rs. 50 crores. There is no proposal to release any additional funds.

#### **UN world food programme's food assistance scheme**

2011. SHRI T.V. CHANDRA-SHEKHARAPPA:  
SHRI SHANTILAL PATEL :

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

(a) whether about 2.12 million women and children are likely to benefit from the UN World Food Programme's food assistance scheme; and

(b) the details of the scheme and the State to which this assistance is proposed to be given?

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

(b) The World Food Programme (WFP) under Project 2206 has been giving food assistance for Supplementary Nutrition to children below 6 years, pregnant women and nursing mothers since March 1976. Under this project about 2.12 million beneficiaries are covered in the five States of Assam, Kerala, Madhya Pradesh, Rajasthan and Uttar Pradesh. State-wise details of beneficiaries and commodities per annum are given below:-

Name of State	Number of Beneficiaries	Food Commodities Annually (in Metric Tonnes)		
		Soya Bulgar	Fortified Wheat	Oil
Assam	1,66,000		3350	412
Kerala	10,23,000		20647	2541
Madhya Pradesh	2,17,000		4380	539
Rajasthan	3,14,000		6337	780
Uttar Pradesh	4,00,000		8073	994
Total:	21,20,000 or 2.12 million		42787	5266

#### Allotment of Agricultural land to women

2012. SHRIMATI USHA CHOUDARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government are considering a proposal to allot agricultural and specifically to women in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) and (b). Various State Governments have taken legal and administrative measures to implement the 6th Plan directive of providing joint titles/pattas to women in the matter of allotment of lands for agriculture and house-sites purposes. In the Conference of Revenue Ministers held in December, 1988 the consensus was that specific targets could be considered for allotting land specifically to women beneficiaries. Land being a State subject State Governments are competent to take measures for allotting land specifically to rural poor women pursuant to this consensus.

#### Settlement of claims by GIC

2013. SHRI G. BHOOPATHY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the General Insurance Corporation (GIC) is delaying the settlement of claims to the farmers under the Group Loan Insurance Scheme; and

(b) if so, the steps Government propose to take to modify the scheme so as to make it beneficial to farmers?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) No, Sir. The General Insurance Corporation of India is not delaying the settlement of indemnity claims under the Comprehensive Crop Insurance Scheme (CCIS).

(b) Question does not arise in view of answer to (a) above.



**Production of nitrogen and phosphatic fertilizers**

2014. SHRI G. BHOOPATHY:  
SHRI KRISHNA SINGH:  
SHRI LAKSHMAN

MALLICK:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether production of nitrogenous and phosphatic fertilizers in the country registered an increase during 1988-89;

(b) if so, the details thereof and the capacity utilisation of plants at present;

(c) the present demand for both types of fertilizers; and

(d) the steps Government propose to take to meet the requirement and ensure adequate availability of fertilizers during the Seventh Plan period?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU):

(a) and (b). Yes, Sir. Keeping in view the trends of production so far, the production of Nitrogenous and Phosphatic fertilizers is likely to register an increase during the current year 1988-89. The target fixed at 64 lakhs tonnes nitrogen and 22 lakh tonnes phosphatic fertilizers for the year 1988-89 is expected to be achieved against the actual production of 54.66 lakh tonnes nitrogen and 16.65 lakh tonnes phosphatic fertilizers in 1987-88 respectively. The percentage of capacity utilisation of the plants as on 31st January, 1989 is 85.9% and 95.3% for nitrogen and phosphatic fertilisers respectively.

(c) The estimated demand for nitrogenous and phosphatic fertilizers during the year 1988-89 is 73.79 lakh tonnes and 28.11 lakh tonnes respectively.

(d) The fertilizer manufacturing units in the country are able to meet most of the country's requirements of nitrogenous and phosphatic fertilizers. The gap, during the Seventh Plan period ending 1989-90, between the assessed requirements and the domestic availability of nitrogenous and phosphatic fertilizers is bridged through imports. However, the requirements of potassic fertilizers are met entirely by imports as there are no known sources of this material in the country. New plants are being set up to increase the production of fertilizers and to reduce the dependence on imports of nitrogenous and phosphatic fertilizers. Besides, various schemes like revamping / modernisation of the older units with a view to improving their production performance have been taken up. Captive power plants wherever considered necessary have also either been installed or are under installation in order to avoid production loss on account of power cuts / instability.

**External Assistance for prawn cultivation in Kerala**

2015. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether financial assistance has been received from the Kuwait Fund for Prawn cultivation in Kerala;

(b) if so, the amount received for the purpose and the details of project to be set up under the scheme;

(c) the area of brackish water to

be brought under prawn cultivation and the places which have been identified for the purpose;

(d) when is the scheme expected to commence;

(e) the number of people expected to be benefited by this scheme; and

(f) the production of Prawn expected as a result of the new scheme?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) to (c). An agreement has been signed in February, 1989 between the Government of India and the Kuwait Fund For Arab Economic Development, (KFAED). The KFAED have extended a loan of Kuwait Dinars 7 million (about Rs.35 crores) for taking up prawn farming in about 1500 hectares of brackish water areas in Kerala, including setting up of shrimp hatcheries and feed mills. Identification of areas suitable for prawn culture has just been taken up by the Government of Kerala.

(d) The project is expected to commence from May, 1989.

(e) About 3000 families are expected to be benefited from the Scheme.

(f) An annual production of about 3300 tonnes of Prawn is expected from the Project on its full implementation.

## Oilseeds production

2016. SHRI VAKKOM  
PURUSHOTHAMAN:  
SHRI P. R.  
KUMARAMANGALAM:

Will the Minister of AGRICULTURE be pleased to state:

(a) the State-wise details of oilseeds production during the last three years;

(b) whether oilseeds production in the current year is expected to be above the previous year and if so, the State-wise details thereof; and

(c) the target set for production of oilseeds for the next year?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) The statement giving state-wise estimates of production of total oilseeds during the last three years is given below.

(b) Yes, Sir. According to the present assessment, production of oilseeds in the current year is expected to be in range of 145 to 155 lakh tonnes as against 123.8 lakh tonnes in the previous year. State-wise details of production of oilseeds for the current year are not yet due from the States.

(c) The target, for the production of oilseeds for the year 1989-90 is fixed at 165.5 lakh tonnes.

**Statement***Estimates of production of total oilseeds*

(Thousand tonnes)

State / Union Territories	1985-86	1986-87	1987-88 (Final)
1	2	3	4
Andhra Pradesh	1439.4	1436.3	1853.4
Arunachal Pradesh	13.8	15.5	15.5
Assam	150.1	160.5	179.9
Bihar	127.1	124.3	118.5
Gujarat	880.0	1674.1	401.2
Haryana	282.3	226.3	333.0
Himachal Pradesh	6.2	5.3	3.3
Jammu & Kashmir	70.8	62.6	39.7
Karnataka	986.4	1256.4	1570.6
Kerala	9.7	9.4	7.9
Madhya Pradesh	1416.0	1251.6	1464.9
Maharashtra	980.4	838.1	1248.4
Manipur	2.9	2.9	2.9
Meghalaya	5.9	5.5	5.5
Mizoram	1.2	1.4	1.5
Nagaland	6.0	11.3	6.4
Orissa	850.0	798.9	849.6
Punjab	197.5	166.4	235.9
Rajasthan	912.6	882.6	1230.1
Sikkim	10.3	11.4	12.1
Tamil Nadu	1233.0	1138.2	1324.4
Tripura	4.0	4.3	6.0
Uttar Pradesh	1007.6	916.7	955.6

1	2	3	4
West Bengal	233.8	263.8	506.2
D & N HAVELI	0.1	0.1	0.1
Delhi	0.2	0.3	0.4
Pondicherry	5.2	5.5	5.3
ALL INDIA	10832.5	11269.7	12378.3

*[Translation]***Construction of more Expressways**

2017. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a six-lane expressway is being constructed between Ahmedabad and Baroda;

(b) if so, whether Government propose to construct more such expressways in the country; and

(c) if so, the stretch of roads identified therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The Ahmedabad-Vadodara expressway is being constructed as a four-lane expressway. The bridges have six-lanes.

(b) and (c). No additional expressway is included in the VII Plan. The question of taking up additional stretches to be developed as expressways is awaiting the finalisation of the VIII Plan.

[Translation]

**'Apana Utsav' in Bombay**

2018. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether 'Apana Utsav' held in Bombay was a great success; and

(b) if so, the total amount spent and the number and details of renowned personalities who participated in 'Apana Utsav'?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b). The information is being collected and will be laid on the Table of the House.

**Development of Patna-Allahabad Waterway**

2019. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the work on the pilot project for the development of the Patna-Allahabad stretch of the Waterway has been completed; and

(b) if so, the time by which the regular river service between Patna and Allahabad is likely to be started and the estimated number of people likely to be benefited therefrom?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The Pilot Project Studies relating to the short-term objective of identifying the measures, that are required for introduction of regular river services between Patna and Allahabad are targeted for completion- by June, 1989.

(b) The details in this regard

cannot be indicated now since the Pilot Project has not been completed.

[English]

**Assistance to small Fishermen**

2020. SHRI HUSSAIN DALWAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether subsidy given by Government to small fishermen for mechanization of their fishing boats has been suspended;

(b) if so, the reasons thereof; and

(c) if not, the quantum of subsidy released to each state during the last one year?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Government are granting subsidy for motorisation / mechanisation of fishing boat to small and traditional fishermen.

(c) The quantum of subsidy released to various States during the last one year by the Central Government and National Cooperative Development Corporation (NCDC), is as under:—

(Rs in lakhs)

Sl.No.	Name of the State	Subsidy given by Central Government	NCDC
1.	Andhra Pradesh	9.25	27.39
2.	Goa	3.94	—
3.	Gujarat	—	11.32
4.	Karnataka	1.87	—

1	2	3	4
5.	Kerala	5.63	0.21
6.	Maharashtra	—	6.49
7.	Orissa	10.90	8.68
8.	Tamil Nadu	25.12	14.11
9.	West Bengal	—	0.83
Total:—		56.71	69.03

[Translation]

### Oilseeds production

2021. SHRI BALWANT SINGH  
RAMOOWALIA:

SHRI DINESH GOSWAMI:

Will the Minister of  
AGRICULTURE be pleased to state:

(a) whether Technology Mission on oilseeds had made special efforts in the current year for encouraging the production of oilseeds in about 180 districts of the country;

(b) if so, whether production of oilseeds this year has increased as compared to past years;

(c) if so, the number of districts where the stipulated per hectare production of Oilseeds has been achieved;

(d) the number of those districts where the achievement of the stipulated per hectare production of oilseeds has been fifty per cent and less than fifty per cent; and

(e) the reasons for not achieving even half of the stipulated per hectare production of oilseeds?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI) (a) Yes, Sir. In order to boost production of oilseeds the Govt. of India has been assisting

State Governments through two projects namely National Oilseeds Development Project (NCDP) and oilseeds Production Thrust Project (OPTP). NODP is being implemented in 180 districts of 17 States. It is jointly funded by the Centre and the State Governments. The total outlay of the Project during the 7th Five Year Plan is Rs.170 crores; Rs.100 crores as Central share and Rs.70 crores as States share. During 1988-89 Rs.14.5 crores as Govt. of India's share have been provided to the States under the Programme. The main elements of the NCDP are:

- demonstration of improved technology;
- production of foundation and certified seed;
- distribution of improved farm implements;
- distribution of seed, fertilisers, minikits; and
- plant protection measures.

(b) Yes, Sir. During the current year oilseed farmers took advantage of the excellent rainfall to adopt modern technology, improved seeds, etc. with the result that a record kharif production of more than 85 lakh tonnes is expected as against the previous best of 72.1 lakh tonnes in kharif 83. The outlook for rabi 1988-89 is excellent; the annual production in 1988-89 is likely to reach a level of 155 lakh tonnes compared with 123.8 lakh tonnes in 1987-88 and 129.5 lakh tonnes in 1984-85, the previous peak.

(c) to (e) Districtwise targets for per hectare production of oilseed are not available with the Ministry. However, rainfall and weather conditions have generally been favourable throughout the country and targets for oilseed production

are likely to be achieved in most of the States.

**New primary schools to cover increasing number of students**

2022. SHRI BALWANT SINGH

— RAMOOWALIA:

SHRI DINESH GOSWAMI:

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

(a) whether attention of Government has been drawn to the fact that more Primary Schools would be required for 15 million more children during the next Five Year Plan on account of increase in population at the rate of 17 million a year;

(b) whether Government have urged upon the State Governments to take urgent steps in this direction;

(c) whether Government propose to give additional financial assistance to the states in this connection; and if not, the reasons therefor; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) It is a fact that additional primary schools would be required in the Eighth Plan to enrol the present non-enrolled children and to cater to the additional population. According to the Fifth All India Educational Survey conducted by N.C.E.R.T. with reference date as 30th September, 1986, 94.60% rural population were served by primary sections located either within the habitation or upto walking distance of one kilometre.

(b) to (d). The Programme of Action drawn up to implement

National Policy on Education, 1986, envisages that all State Governments will ensure that all habitations with a population of 300 (200 in case of tribal, hilly and desert areas) will be provided a primary school within the Seventh Plan. All the State Governments / Union Territories have been requested to open new schools accordingly, where necessary. The expansion of primary education is provided for in State Plan Outlays. In addition, a large number of Non-formal Education Centres under the centrally sponsored schemes are being provided within habitations for children who are unable to attend primary schools.

[English]

**Improving the standard of Hockey**

2023. SHRI T. BASHEER: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have drawn up any plans to improve the standard of Hockey in the country during the coming years; and

(b) if so, the details thereof?

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). To improve the standard of Hockey in the country, the probables for Beijing Asian Games have been identified and intensive training is being given to them since 5th December, 1988. 25 Junior probables have also been identified for long term training.

Competition calendar for 1989 has also been worked out with periodical

International exposure for the Senior and Junior probables identified for Long-term training. The competition programme for 1990 before the Asian Games is under preparation.

In addition, Sports Authority of India is identifying young talent from different parts of the country and giving them scientific coaching and training for building our future teams.

#### **U. G. C. scale for State Agricultural University Teachers**

2024. SHRI AJAY MUSHRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have agreed to bear 60 per cent expenditure involved in implementing new University Grants Commission pay scales to Agricultural University Teachers in the States;

(b) If so, the list of Agricultural Universities / States who have adopted new U.G.C. grades; and

(c) the funds allocated for the purpose during 1988-89 and proposed for 1989-90 to Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI) (a) Yes, Sir.

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

(c) Nil as revised UGC pay scales have not been adopted by Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur.

#### **Statement**

*State Governments / Agricultural Universities who have given their willingness to adopt the new UGC pay scales*

S.No. State Government	State Agricultural University
1. Government of Assam	Assam Agricultural University, Jorhat.
2. Govt. of Andhra Pradesh	Andhra Pradesh Agricultural University, Rajendra Nagar.
3. Govt. of Himachal Pradesh	(i) Himachal Pradesh Krishi Vishwa Vidyalaya, Palampur. (ii) Dr. Y. S. Parmar University of Horticulture and Forestry, Solan.
4. Govt. of Punjab	Punjab Agricultural University, Ludhiana.
5. Govt. of Rajasthan	Rajasthan Agricultural University, Bikaner.
6. Govt. of Haryana	Haryana Agricultural University, Hissar.
7. Govt. of Karnataka	(i) The University of Agricultural Sciences, Bangalore. (ii) The University of Agricultural Sciences, Dharwad.

- |                             |  |
|-----------------------------|--|
| 8. Govt. of Uttar Pradesh   | (i) G. B. Pant University of Agriculture and Technology, Pantnagar.<br>(ii) C. S. Azad University of Agricultural Science and Technology, Kanpur.<br>(iii) Narendra Dev University of Agricultural Science and Technology, Faizabad. |
| 9. Govt. of Jammu & Kashmir | Sher-e-Kashmir University of Agricultural Science and Technology, Srinagar.  |

### **Scheme of Jawaharlal Nehru Krishi Vishwa Vidyalaya**

2025. SHRI AJAY MUSHRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the scheme under implementation by Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur;

(b) the allocations made for Seventh Plan and for the year 1988-89; and

(c) the new schemes proposed to be implemented in this institute?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURAL RESEARCH AND EDUCATION IN THE MINISTRY OF AGRICULTURE (SHRI HARI KRISHNA SHASTRI): (a) to (c) The information is being collected and will be laid on the Table of Lok Sabha.

### **Construction of sports complex at Jabalpur (M.P.)**

2026. SHRI AJAY MUSHRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to provide financial assistance for the construction and development of sports complex at Jabalpur in Madhya Pradesh; and

(b) if so, the details thereof?

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) Department of Youth Affairs and Sports does provide financial assistance for construction and development of Sports Complex by the State Government. The proposals in this respect should be sent by the State Government in the manner prescribed in the scheme of 'Grants to State Sports Councils etc.' to the Department. However, no such proposal has yet been received in the Department from the Govt. of Madhya Pradesh for construction and development of Sports Complex at Jabalpur.

(b) Since the proposal has not been received, the question of providing details thereof does not arise.



### **Appropriate Technology and Rural Development Institute in Madhya Pradesh**

2027. SHRI AJAY MUSHRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given on 20 November, 1986 to Unstarred Question No. 2521 regarding the establishment of appropriate technology and Rural Development Institute in Madhya Pradesh and state:

(a) whether the overall scheme for the special Institute has been finalised;

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

(c) by what time the decision is likely to be taken?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) to (c) The scheme for establishment of Special Institutes of Appropriate Technology for Rural Development is being finalised for approval in consultation with other concerned departments.

### **New regions of the Kendriya Vidyalaya Sangathan**

2028. DR. SUDHIR ROY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Kendriya Vidyalayas are being regrouped in 15 or more regions;

(b) if so, the details thereof;

(c) the basis thereof;

(d) whether some representations have been received in this regard; and

(e) if so, the details thereof and reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) to (c) All the Kendriya Vidyalayas in the Country are managed through 15 regional offices of the Kendriya Vidyalaya Sangathan. Kendriya Vidyalayas are allocated to different regions keeping in view the geographical contiguity, administrative feasibility and transport and communication facilities. Regrouping of Kendriya Vidyalayas is done, as and when considered necessary keeping in view the administrative exigencies.

(d) and (e): Some representations have been received asking for shifting of some schools from one region to another.

### **Procurement of Rabi crops**

2029. SHRI LAKSHMAN —MALLICK:  
SHRI SRIKANTHA DATTA  
—NARASIMHARAJA—  
—WADIYAR:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether National Agricultural Co-operative Marketing Federation (NAFED) has finalised an elaborate action plan for procurement of oil seeds, coarse grains and pulses in the coming rabi season;

(b) if so, the details of action plan; and

(c) the number of purchasing centres proposed to be opened by NAFED in the country, State-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) Yes, Sir.

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

#### Statement

Part (b): The details of Action Plan are:

- (i) NAFED shall undertake purchases of oil seeds, coarse grains and pulses of prescribed grade specifications at the support price, directly from the growers through the involvement of State Cooperative Agencies, who in turn, work through the Cooperative Marketing Societies at Mandi level and the oilseeds growers societies at village level.
- (ii) Purchases will be effected when prices of prescribed quality stocks fall below the support level and will be continued till prices get stabilised above the support level.
- (iii) 870 purchase centres spread

over in the important producing States have been identified.

- (iv) Adequate financial arrangements are under way to ensure prompt and timely payment to the growers.
- (v) Publicity to the scheme is also being arranged to create awareness among growers. Various media including Television, Radio, Newspaper, Wall posters, banners, leaflets, etc. are being tapped for the purpose.
- (vi) Adequate arrangements for packing material and storage of procured stocks have also been finalised.
- (vii) Market information system has also been strengthened to ensure timely feed back on various details relating to price support operations.
- (viii) Vulnerable centres in different producing States shall receive special attention to protect the interest of the growers.

Part (c): State-wise/Commodity-wise purchase centres identified for effecting purchases are:

Sl. No.	State	No. of Purchase Centres for				
		Mustard Seed/ Rapeseed	Safflower	Gram	Barley	Total
1	2	3	4	5	6	7
1.	Rajasthan	120	—	78	69	267

1	2	3	4	5	6	7
2.	Uttar Pradesh	105	—	53	59	217
3.	Madhya Pradesh	46	—	54	—	100
4.	Gujarat	55	—	—	—	55
5.	Haryana	31	—	25	13	69
6.	West Bengal	43	—	—	—	43
7.	Punjab	25	—	12	—	37
8.	Maharashtra	—	57	—	—	57
9.	Karnataka	—	25	—	—	25
Total:		425	82	222	141	870

### Increased use of pesticide

2030. SHRI P.R.KUMARAMAN

GALAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the use of pesticide in the country is on the increase;

(b) if so, the details of pesticides used during different plan periods; and

(c) the details of the pesticides used in the country during last three years, State-wise and year-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV) (a) Yes Sir; Long term trend indicates increase in the use of pesticides.

(b) and (c) Presently 131 technical grade pesticides and 203 formulations of these pesticides are permitted for use and these are being sold through over 86,000 sale points by various agencies in the country. There is no system of collection of detailed data on pesticides-wise consumption.

However, the estimated consumption of technical grade pesticides used in the country during each plan period is given below:—

	M.T. (Technical Grade)
First Plan (1955-56)	2,350
Second Plan (1960-61)	8,620
Third Plan (1965-66)	14,630
Fourth Plan (1973-74)	50,430
Fifth Plan (1977-78)	58,980
Sixth Plan (1984-85)	65,750
Seventh Plan (1989-90)	86,000 (anticipated)

The State-wise and year-wise estimated pesticides consumption in the country during the last three years (1985-86 to 1987-88), is given in the statement below.

**Statement**

*The consumption of pesticides in various States during the last three years (1985-86 to 1987-88).*

Sl. No.	States/UTs	M.T. (Technical Grade)		
		1985-86	1986-87	1987-88
1.	Andhra Pradesh	14,400	9,136	8,860
2.	Assam	810	1,410	531
3.	Bihar	1,750	2,000	3,000
4.	Gujarat	4,500	2,090	2,080
5.	Haryana	3,608	3,995	3,700
6.	Himachal Pradesh	690	553	545
7.	Jammu & Kashmir	748	91.83	85.40
8.	Karnataka	3,280	3,265	4,500
9.	Kerala	1,130	1,039	1,059
10.	Madhya Pradesh	3,400	4,000	3,000
11.	Maharashtra	3,089	6,070	6,090
12.	Manipur	43	40	38
13.	Meghalaya	40	42	44
14.	Nagaland	8.65	4	13
15.	Orissa	1,200	1,400	1,700
16.	Punjab	4,620	5,800	4,860
17.	Rajasthan	2,444	3,240	2,970
18.	Sikkim	16	18	20
19.	Tamil Nadu	10,000	11,000	11,600
20.	Tripura	190	160	138
21.	Uttar Pradesh	6,010	6,550	6,920
22.	West Bengal	5,000	5,100	4,900
23.	Arunachal Pradesh	17	18	25
24.	Goa	56	55	11
25.	Mizoram	6	7	10
26.	Andaman & Nicobar	7	3.50	3.50
27.	Chandigarh	3	3.65	3.00
28.	Dadra & Nagar Haveli	3	4	4
29.	Delhi	39.6	46	49.50
30.	Lakshadweep	3.5	0.65	0.70
31.	Daman & Diu	—	0.60	0.67
32.	Pondicherry	106.3	127.60	133.70
Total:		67,218.05	67,269.83	66,894.47

**Note:** Figures of pesticides consumption taken from the State Plan document submitted to the Planning Commission.

**Construction of roads in tribal areas in Madhya Pradesh**

2031 · SHRI PARASRAM BHARDWAJ: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal for construction of roads to augment

transportation facilities in the tribal villages in Madhya Pradesh;

(b) if so, the details thereof;

(c) the amount earmarked for the purpose for the year 1988-89;

(d) the progress made so far in the construction of roads in tribal areas?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) No such proposal is pending in this Department.

(b) Question does not arise.

(c) and (d). The Centrally Sponsored Scheme of "Roads Development in Tribal Areas" has since been discontinued from 1987-88 and funds are being provided to meet the committed liabilities only.

#### **Setting up of central cattle breeding farms in Orissa**

2032. SHRI JAGANNATH PATTHAIK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal to set up new Central Cattle Breeding Farms in the State of Orissa;

(b) if so, the details thereof; and

(c) the steps taken so far by Government to improve the condition of the existing Central Cattle Breeding Farms in the State?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). No, Sir.

(c) Both the farms in Orissa located at Chiplima (District Sambalpur) and Sunabeda (District Koraput) are showing progressive improvement in their respective herds. Nevertheless, further steps are being taken to improve their performance by introducing superior germplasm and providing other inputs.

#### **Allotment of houses under RLEGP**

2033. DR. G.S. RAJHANS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal under consideration to provide houses under the Rural Landless Employment Guarantee Programme to all weaker sections of society in flood affected areas in the various States irrespective of their caste and community;

(b) if so, the details thereof;

(c) whether any such request was made by Government of Bihar;

(d) if so, the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): (a) No, Sir.

(b) Question does not arise.

(c) No, Sir.

(d) Question does not arise.

### Amount of loans granted to beneficiaries under IRDP

2034. DR. PHULRENU GUHA: Will the Minister of AGRICULTURE be pleased to state the amount of loans granted to women beneficiaries under Integrated Rural Development Programme in West Bengal during the last three years?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY): Monitoring of amount of loans granted to women beneficiaries under Integrated Rural Development Programme (IRDP) started from year 1987-88. Amount of loans granted to Women beneficiaries under IRDP in West Bengal since 1987-88 is as under:—

Year	Loan granted
	(Rs. in Lakhs)
1987-88	1510.26
1988-89	1927.72
(upto December, 1988)	

### Grants to Asiatic Society

2035. DR. PHULRENU GUHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the amount of grants given to Asiatic Society during the last three years, year-wise?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): The following amounts were released to the Asiatic Society, Calcutta as grant-in-aid during the last three years:

Calcutta as grant-in-aid during the last three years:

	(Rs. in lakhs)		
YEAR	PLAN	NON-PLAN	TOTAL
1985-86	40.00	32.97	72.97
1986-87	65.00	43.07	108.07
1987-88	28.43	37.19	65.62

### Effect of pollution on Taj Mahal

2036. SHRI RADHAKANTA DIGAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether black and yellow spots in Taj Mahal are on the increase due to the emmissions from Mathura Refinery; and

(b) if so, the remedial steps being taken to protect the national monument from pollution?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI): (a) No, Sir.

(b) Does not arise.

### Movement of cargo through Central Inland Water Transport Corporation

2037. SHRI SRIBALLAV PANIGRAHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the steps taken to increase the movement of cargo through the Central Inland Water Transport Corporation; and

(b) the total tonnage of cargo handled by the Corporation and earnings therefrom during 1987 and 1988

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) (a) In the 6th Five-Year Plan acquisition of 42 new vessels at a cost of Rs. 36.80 crores, capital repairs to 29 old vessels at a cost of Rs. 2.03 crores and certain infrastructural facilities for river services costing Rs. 3.75 crores were sanctioned and implemented. In the 7th Five-Year Plan, 63 more new vessels at a cost of Rs. 63.80 crores have also been sanctioned. This, besides the modernising the fleet, would augment the carrying capacity of CIWTC from 5 lakhs MT to 10.75 lakh MT by the end of 7th Plan period to enable the Corporation to move more cargo.

(b) The total tonnage of cargo handled and freight earned by CIWTC during 1986-87 and 1987-88 are given below:—

Year	Cargo carried (in M.T.)	Freight earned (Rs. in lakhs)
1986-87	3,20,997	521.33
1987-88	2,87,689	420.21

#### Passport applications received in RPO Calicut and Trivandrum

2038. PROF. K.V. THOMAS: Will the Minister of EXTERNAL AFFAIRS be pleased to State:

(a) the number of passport applications received in the Regional Passport Office at Cochin, Calicut and Trivandrum during the year 1988; and

(b) the number of passports issued from these offices after 45 days of the receipt of application?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI K. NATWAR SINGH): (a) Number of Passport applications received in the Passport Offices in Kerala in the year 1988 are as under:—

Cochin & Trivandrum —	1,34,112
Kozhikode —	1,08,057

(b) Information is being obtained from the concerned offices and will be laid on the Table of House.

#### Production of Salable Steel

2039. DR. KRUPASINDHU BHOI: SHRI SRIBALLAV PANIGRAHI

Will the Minister of STEEL AND MINES be pleased to state:

(a) the targets set for the production of salable steel in public sector steel plants in 1988-89;

(b) the actual production of the same in each public sector plant, as on 31 December, 1988; and

(c) the performance of Rourkela Steel Plant in the production of steel in 1988 in comparison to previous year?

THE MINISTER OF STEEL AND MINES (SHRI M. L. FOTEDAR): (a) and (b). The production targets of saleable steel for SAIL steel plants (including IISCO) for the year 1988-89 and the plant-wise production of saleable steel during the period from April '88 to December '88 are given in the table below:

Plant	in 1000 tons)	
	Target production (April-'88-March-'89)	Actual production April-December
1	2	3
Bhilai	2.67	1.81
Durgapur	0.84	0.59

1	2	3
Rourkela	1.12	0.83
Bokaro	2.32	1.65
IISCO	0.41	0.34
<b>SAIL</b>	<b>7.36</b>	<b>5.22</b>

(c) Rourkela Steel Plant produced 0.828 million tonnes of saleable steel during the period April–December '88 which was more by 3% as compared with the actual production of 0.801 million tonnes achieved in the corresponding period of the previous year.

#### Good Quality Books

2040. SHRI PRATAPRAO B. BHOSALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to encourage the publishers to produce good quality books; and

(b) if so, the details of the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI: (a) and (b). The

Government has taken a number of steps to promote books in the country. The National Policy on Education, 1986 states that "efforts will be made to secure easy accessibility to books for all segments of the population, measures will be taken to improve the quality of books, promote the reading habit and encourage creative writing". A Working Group on National Book Policy was appointed by the Government in

1985 for evolving a National Book Policy. The Government took a number of decisions to promote books on the basis of recommendations of this Working Group.

The National Book Trust was set up in 1957 with the objective of producing and encouraging reading material at reasonable prices and fostering boom-mindedness among the people. The National Book Trust is implementing a number of schemes for promotion of books. After formulation of the National Policy on Education, new schemes have been introduced for

- (i) Production of books for children under the scheme of Operation Blackboard; and
- (ii) Production of books for neo-literates.

[Translation]

#### Milch Cattle Population

2041. SHRI SHANTI DHARIWAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether attention of Government has been drawn to the fast depletion in the number of livestock in the country due to indiscriminate slaughter;

(b) if so, the total number of milch cattle in the country at present;

(c) the number of milch cattle being slaughtered daily in the country; and

(d) the concrete measures proposed to be taken by Government to check slaughters of milch cattle?



THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). No, Sir. According to Livestock Census 1982, the total number of milch cattle (in milk and dry) was 547 lakhs.

(c) and (d). Slaughtering of animals is a State subject. Data regarding the slaughtering of milch cattle are not being maintained. The slaughtering of cow is banned in most of the states. However, old, unproductive or unfit for milk and draught cattle are permitted to be slaughtered, by the state Government in the recognised slaughter houses.

The State Governments are requested from time to time to enforce the ban.

#### **Co-operation by USSR in Agriculture**

2042. SHRI SHANTI DHARIWAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a comprehensive programme has been formulated by USSR to extend cooperation to India in the field of agriculture;

(b) if so, the details thereof;

(c) whether Soviet tractors have been given to India by USSR; and

(d) if so, how these differ from Indian tractors?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Yes, Sir. A Long Term Programme of Cooperation (LTP) in the field of agriculture upto 2000 A. D. has been

entered into between the Ministry of Agriculture of the Republic of India and the State Agro-Industrial Committee of the Union of Soviet Socialist Republics in February, 1987.

(c) and (d). Government have approved a collaboration proposal between an Indian firm and the USSR agency M/s. Tractorexport for manufacture of high horse power tractors (65 HP).

[English]

#### **Expenditure on Festival of France in Bombay**

2043. SHRI RANJITSINGH GAEKWAD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the expenditure incurred by Union Government on Festival of France held in Bombay recently; and

(b) the contribution made by the festival in developing bilateral cultural relations of the two countries?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) The expenditure incurred by the Union Government on the inaugural of Festival of France held in Bombay as on 28.2.1989 is Rs. 144 lakhs.

(b) The events of the Festival held thus far have led to better understanding of the cultures of the two countries leading to enhancement of mutual respect and friendship. The further direct/indirect contributions of the Festival would be known only in due course.

### Renovation of Monuments in Gujarat

2044. SHRI RANJIT SINGH GAEKWAD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is a proposal to provide funds for undertaking major works of renovation of centrally protected archaeological monuments in Gujarat during 1989.

(b) if so, the details thereof including the cost involved with respect to each monument; and

	Name of Mounments
1.	Monuments at Ahmedabad
2.	Sun Temple, Modhera
3.	Navalakha Temple, Sejakpur
4.	Dwarkadhish Temple, Dwarka
5.	Rani-ki-Vav, Patan
6.	Shaikh Farid's Dargah and Rauza patan
7.	Group of Mounuments at Pavagadha
8.	Dock-Yard, Lothal
9.	Tambekarwada, baroda
10.	English and Dutch Cemetery, Surat
11.	Mosque of Bahlol Khan Ghazi, Dholka
12.	Monuments at Khed and Roda

(c) the action taken or proposed in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Yes, Sir. There is a programme to undertake conservation works in some of the centrally protected monuments/site in Gujarat during 1989-90.

(b) The details are as under:

Amount (Rs. in Lakhs)

1.65

1.15

1.50

2.20

1.00

1.00

2.20

1.00

1.05

1.00

1.00

0.50

15.25

(c) The conservation programme has already been approved. The allocation of funds for the purpose would be done in the next financial year.

### **Centrally Sponsored Schemes for Appointment of Women Teachers in Orissa**

2045. SHRI ANADI CHARAN DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of women teachers appointed in the Orissa schools, district-wise under the Centrally Sponsored Scheme for appointment of women teachers in primary schools during the last two years; and

(b) the number of teachers, belonging to Scheduled Castes/Tribes out of those appointed?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b) . The requisite information has not been received from the State Government so far. It will be laid on the table of the House as soon as it is received by this ministry.

### **Teachers Training under Integrated Education for Disabled**

2046. SHRI D .B. PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of teachers given training to identify disabilities in elementary level school children,

State-wise under Project Integrated Education for Disabled (PIED ); and

(b) the allocations for this project during 1988-89 and expenditure incurred till 31 December, 1988?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) The State-wise number of teachers given training to identify disabilities in elementary level school children under the UNICEF-assisted Project Integrated Education for Disabled (PIED) is given below:—

Haryana	-	91
Madhya Pradesh	-	665
Maharashtra	-	400
Mizoram	-	500
Orissa	-	422
Rajasthan	-	287
Tamil Nadu	-	864
Total		3229

(b) The State-wise allocation for 1988-89 and expenditure incurred till 31st December, 1988 under PIED are as follows:—

State	Financial Allocation	(Rs. in lakhs) Expenditure incurred upto 31st December, 1988.
1. Haryana	(Project started in 1989)	
2. Madhya Pradesh	1.44	1.17
3. Maharashtra	2.97	0.11
4. Mizoram	1.28	1.41
5. Nagaland	4.63	0.39
6. Orissa	3.53	0.12
7. Rajasthan	6.22	0.72
8. Tamil Nadu	5.21	1.86

#### **Amount Sanctioned to Kerala for Operation Black Board**

2047. SHRI P. A. ANTONY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount sanctioned to Kerala for the Operation Black Board programme in 1987 and 1988;

(b) whether the amount has been fully utilised; and

(c) the amount proposed to be given to the State in 1989?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) An amount of Rs. 151.11 lakhs was sanctioned to Government of Kerala for implementing the scheme of Operation Black Board in 1987-88 in 20% of blocks and municipal areas. For 1988-89, the State Level Empowered Committee has approved the sanction of Rs. 223.44 lakhs to implement the 2nd phase of the scheme in 30% of blocks and municipal areas.

(b) The State Government has not utilised the amount fully but orders for purchase and supply of teaching learning materials have been placed with SIDCO and

Consumer Federation in the State.

(c) The amount to be released to the State Government in 1989-90 will depend upon the project proposal to be received from them in this respect.

#### **Non-formal Education among Tribals**

2048. SHRI HARIHAR SOREN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have introduced any scheme to promote non-formal education among tribals;

(b) if so, the name of the States and tribal regions where non-formal education is being promoted; and

(c) the details of the steps taken in that regard in Orissa?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) and (b). The Scheme of Non-Formal Education introduced during the sixth Five Year Plan as a centrally assisted scheme in the 9 educationally backward States of Assam, Andhra Pradesh, Uttar Pradesh, Rajasthan, Jammu & Kashmir, Madhya Pradesh, West Bengal, Bihar and Orissa was

reorganised and expanded in 1987 to cover, in addition, Arunachal Pradesh as the tenth educationally backward State and urban slums, hilly, desert and tribal areas and areas with concentration of working children in all other States and UTs.

(c) The Scheme is being implemented in Orissa since 1979-80. In the current year, funds have been released to the State Government and 79 Voluntary Agencies for operating 17310 NFE Centres and 1 Experimental and Innovative Project.

[Translation]

#### **Uniform Pay Scales to the Teachers**

2049. SHRI DILEEP SINGH BHURIA:  
SHRIMATI D.K. BHANDARI:

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

(a) whether Union Government have issued any directives to the States for giving uniform pay-scales to the teachers throughout the country as recommended by Chattopadhyaya Commission ;

(b) if so, the details thereof;

(c) the action taken by Government to ensure the implementation of the grades by the States upto February, 1989; and

(d) if not, the reasons therefore and likely date by which the scales would be implemented by all the States?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (d). Keeping in view the recommendations of the

NCTI, the Fourth Central Pay Commission and National Policy on Education, the pay scales for teachers in the Union Territories have been revised by the Government. For the teachers in the States, the Government is of the view that the State Governments have their own mechanism for periodically revising the pay scales and related service conditions. It is for the State Governments concerned to suitably revise the pay scales applicable to their teachers. The report of NCT-I has been forwarded to all State Governments for appropriate action.

[English]

#### **Development of Marine Fisheries**

2050. SHRI HARIHAR SOREN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have set up a task force to study the problems of marine fisheries;

(b) if so, the date by which the report is expected to be submitted by the task force;

(c) whether Government propose to involve State Governments in providing infrastructural facilities for the development of marine fisheries; and

(d) the steps taken for the development of marine fisheries?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) and (b). Government constituted a Study Group to go into the entire gamut of fisheries development and to suggest a comprehensive programme for integrated development of various types of fish farming in the country

including marine fisheries. The Study Group has since submitted its report.

(c) Government are already involving the State Governments in creating infrastructural facilities for development of marine fisheries.

(d) Following are some of the important steps taken by the Government for development of marine fisheries:—

(i) augmentation of fishery surveys and training of marine fishery operatives;

(ii) encouraging motorisation of traditional fishing craft and introduction of Beach Landing Craft for improving the fish landings by the traditional sector;

(iii) augmentation of deep sea fishing fleet through a judicious mix of indigenous and imported fishing vessels through joint venture and charter;

(iv) construction of major and minor fishing harbours and landing centres and establishment of Fishery Industrial Estates;

(v) regulation of fishing by foreign fishing vessels in the Indian Exclusive Economic Zone (EEZ) through enactment of Maritime Zones of India (Regulation of fishing by foreign vessels) Act, 1981.

### Growth rate of cash Crops in Maharashtra

2051. SHRI PRAKASH V. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) the increase in rate of production of cash crops in Maharashtra, during the last three years, year-wise and crop-wise;

(b) whether Government have analysed the causes for stagnation and downward trend in the production of cereals in Maharashtra;

(c) if so, the details thereof; and

(d) the central assistance proposed to be given to State Government to improve the situation?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) The year-wise and crop-wise rate of increase in production of major cash crops in Maharashtra during the last three years has been as under:—

#### Percentage change in production over previous year

Crop	1985-86 over 1984-85	1986-87 over 1985-86	1987-88 over 1986-87
Groundnut	(-) 35.8	(-) 7.2	(+) 42.1
Total Oilseeds	(-) 30.2	(-) 14.5	(+) 48.9
Cotton	(+) 35.7	(-) 55.3	(+) 66.7
Sugarcane	(-) 10.1	(+) 1.6	(+) 3.7
Onion	(-) 12.3	(-) 6.7	(+) 5.0

(b) and (c). There has been no stagnation in the production of cereals in Maharashtra. In fact, the

growth rate of production of cereals during the period 1967-68 to 1986-87 was 3.11 percent per annum which

was higher than the all-India average of 2.90 per cent per annum. During 1987-88, production of cereals in Maharashtra at 96.5 lakh tones was higher than the production as compared to last three years. However, there has been some fluctuations in production of cereals in Maharashtra which was mainly due to adverse rainfall and weather conditions.

(d) In order to further improve the rate of growth of production of crops in Maharashtra, Central assistance is being provided under various Central Sector Schemes including Intensive Cotton Development Programme, National Pulses Development Programme, National Watershed Development Programme, National Oilseeds Development Programme, Oilseeds Production Thrust Programme, Special Foodgrains Production Programme and assistance to Small and Marginal farmers, etc.

#### Central Assistance to Maharashtra for Development of Agriculture

2052. SHRI PRAKASH V. PATIL:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been stagnation in agricultural growth in Maharashtra;

(b) the details of the financial and other assistance extended to the farmers in Maharashtra; and

(c) whether Government propose to enhance the allocation of funds to Maharashtra under the Central schemes?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): (a) There has been no stagnation in agricultural production in Maharashtra. In fact, growth rates of production of cereals, pulses, sugarcane, cotton and oilseeds during the period 1967-68 to 1986-87 were 3.11, 2.21, 5.01, 1.21 and 2.81 per cent per annum respectively.

(b) In order to further improve the growth rate of crop production in Maharashtra, the amount of Central assistance released under various crop development schemes during 1988-89 was as under:—

(Rs. in Lakhs)

Name of the Scheme		Amount released
1	Intensive Cotton Development Programme	12.95
2	Assistance to Small and Marginal Farmers	256.52
3	Assistance to Small and Marginal Farmers (Shallow Tubewells)	391.10
4	National Pulses Development Programme	12.50
5	National Watershed Development Programme.	317.30
6	National Oilseeds Development Programme	97.91
7	Oilseeds Production Thrust Programme	275.36
8	Special Foodgrains Production Programme-Rice	268.76

(c) At present, there is no proposal under consideration to

enhance allocation of funds to Government of Maharashtra under Central Crop Development Schemes.

### **Pending Proposals for Declaration of State Roads as National Highways**

**2054. SHRI SYED SHAHABUDDIN:** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the particulars of the proposals for conversion of State roads into National Highways submitted by the various States/ Union Territories, presently pending

with the Union Government, State-wise;

(b) the criteria for priority selection among the pending proposals; and

(c) the existing mileage of National Highways per unit of population and per unit of area separately, in each State and Union Territory?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) None at present, Sir.

(b) Does not arise.

(c) Requisite details are given in the statement below:

### **Statement**

*Statewise length of National Highways existing as on 1-3-1989 and density of NH. length per 1000 Sq. Kms. of area and per lakh population*

S. No.	Name of State/ Union Territory	Length of NH in Km. (Provisional)	%age of NH to the total length	Area in 1000 Sq. Km.	Length of NH in Kms./ 1000 Sq.Km.	Population in lakhs (based on 1981 Census)	Length of NH in Km./ Lakh population
1.	Andhra Pradesh	2519	7.50	276.8	9.11	535.50	4.71
2.	Arunachal Pradesh	330	0.98	83.6	3.94	6.32	52.20
3.	Assam	2296	6.83	78.5	29.24	198.97	11.53
4.	Bihar	2117	6.29	173.9	12.17	699.15	3.03
5.	Chandigarh	24	0.07	0.1	240.00	4.52	5.31
6.	Delhi	72	0.22	1.5	48.00	62.20	1.16
7.	Goa	229	0.69	3.8	60.28	10.87	21.07
8.	Gujarat	1631	4.85	196.0	8.32	340.86	4.78
9.	Haryana	698	2.08	44.2	15.31	129.23	5.27
10.	Himachal Pradesh	854	2.55	55.7	15.33	42.81	20.00
11.	Jammu & Kashmir	648	1.92	222.2	2.91	59.87	10.82
12.	Karnataka	1996	5.93	191.8	10.48	379.56	5.37
13.	Kerala	940	2.79	38.9	24.18	254.56	3.69
14.	Madhya Pradesh	2946	8.77	442.5	6.66	521.71	5.65
15.	Maharashtra	2918	8.68	307.8	9.49	627.84	4.65
16.	Manipur	431	1.28	22.4	19.24	14.21	30.33
17.	Meghalaya	472	1.40	22.5	22.98	113.36	35.33
18.	Mizoram	551	1.64	21.1	26.11	4.94	111.53
19.	Nagaland	113	0.33	16.5	6.85	7.75	14.58
20.	Orissa	1649	4.90	155.8	10.58	263.70	6.25
21.	Punjab	892	2.65	50.4	17.70	167.89	5.31
22.	Rajasthan	2931	8.72	342.2	8.57	312.62	9.38
23.	Sikkim	62	0.18	7.3	8.49	3.16	19.62



1	2	3	4	5	6	7	8
24.	Tamil Nadu	1896	5.64	130.1	14.58	484.08	3.92
25.	Tripura	200	0.59	10.5	19.05	20.53	9.74
26.	Uttar Pradesh	2613	7.78	294.4	8.86	1118.62	2.36
27.	West Bengal	1561	4.65	87.8	17.78	545.81	2.86
28.	Pondicherry	23	0.06	0.5	46.00	6.04	3.81
		33612	100.00	3287.6	10.23	6840.65	4.91

### Subsidy to Fertiliser Factories

2055. SHRI PRATAPRAO B. BHOSALE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether for the purpose of determining the subsidy payable to fertiliser factories, the accounts of each fertiliser factory are checked by independent Government agencies or the audited accounts of the factories are made the basis for calculation of the subsidy;

(b) the measures taken by Government to ensure proper maintenance of the accounts by the fertiliser factories in order to avoid over drawing fertiliser subsidy;

(c) whether subsidy is paid at the end of each year or on monthly basis; and

(d) if paid monthly, the basis on which it is calculated?

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU):

(a) For working out the retention prices and determining the subsidy payable during a pricing period, detailed technical and cost studies are made for individual Plants. Information furnished by the fertilizer manufacturing companies is verified by an independent government agency i.e. Fertilizer Industry

Coordination Committee (FICC) with reference to original records in addition to certification by the auditors of the concerned company.

(b) to (d) The subsidy is paid on the basis of material moved out of the factory on a monthly basis. Regular inspections of original records maintained by fertilizer units in respect of production/despaches together with their supporting documents are conducted once a year.

### Revised Pay Scheme for Central Universities

2056. SHRI SYED SHAHABUDDIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given on 25 February, 1988 to the Starred Question No. 59 regarding implementation of agreement with university teachers and state:

(a) whether Government have finalised the revised scheme for implementation by the Central Universities incorporating the modifications;

(b) if so, the brief particulars of the final scheme; and

(c) the present status of implementation by the Central Universities?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) to (c). The modified scheme, incorporating certain amendments to the earlier scheme of 17th June, 1987, was announced by the Government on 22nd July, 1988. The modified scheme has already been implemented by all the Central Universities. The modified scheme has incorporated the following main amendments:

(i) The June, 1987 notification provided for two scales of pay for Readers. These two have been combined into a single grade of Rs. 3700-5700.

(ii) All Lecturers who have a total service of 16 years, possess a Ph. D. degree and meet the required scholarship standards, performance appraisal, etc. will be eligible for promotion as Readers. The promotion will be through a process of selection.

(iii) Lecturers who do not meet the scholarship and research standards of a Reader but fulfil the other criteria prescribed for the post will be placed in the grade of Rs. 3700-5700 on the basis of recommendations of a Selection Committee and designated as Lecturer (*Selection Grade*).

(iv) Lecturers holding Ph. D./M. Phil qualifications at the time of their recruitment will be sanctioned three and one advance increments along with corresponding benefit in years of service. Existing Lecturers with research degrees will be eligible only for benefit in service. Those

who do not possess research degrees will be eligible for similar benefit in service as and when they acquire research degrees.

(v) Promotions made under the Merit Promotion Scheme of the UGC or any other similar scheme between 1-1-1986 to 17th June, 1987 will not be re-opened. However, the benefit of revision in such cases will be available only from the date of promotion.

(vi) The revised pay scale of Vice-chancellors in Central Universities will be Rs. 7600/- (fixed).

(vii) The scheme of Professor of Eminence will be reviewed

#### **Exemption of Cochin Shipyard from Sales Tax**

2057. PROF. K. V. THOMAS: Will the Minister of SURFACE TRANSPORT be pleased to state whether Government of Kerala has agreed to exempt Cochin Shipyard from Sale Tax?

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

#### **Environmental Clearance to BALCO Bauxite Project in Orissa**

2058. SHRI RADHAKANTA DIGAL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether Government have not as yet accorded environmental clearance to the BALCO's bauxite project at Gandhamardan in Orissa; and

(b) if so, the reasons therefor?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) and (b). Environmental clearance to the Gandhamardan Bauxite Project of Bharat Aluminium Company

Limited (BALCO) has been accorded subject to the condition that no further work on the project will commence till the revised Environment Management Plan (EMP) of the project is submitted to and approved by the Environmental Management Authority (EMA) constituted for this purpose and E. M. P. has also been seen by the Minister of Environment and Forests and Minister of Steel and Mines.

12.00 hrs.

[Translation]

(Interruptions)

MR. SPEAKER: What are you doing?

[English]

Nothing goes on record without my permission.

(Interruptions)\*

MR. SPEAKER: Have you had your say? Is it quite enough now—the wastage of time? Do you think that I can hear all of you at a time? What is this? Be sensible enough. I cannot listen to all of you together.

(Interruptions)\*

MR. SPEAKER: Now Prof. Dandavate, you move your Motion.

(Interruptions)

MR. SPEAKER: Whatever takes place is according to the rules. Now Prof. Dandavate.

SHRI SHANTARAM NAIK (Panaji): We are opposed to that Motion. No such discussion has taken place before.

MR. SPEAKER: Does not matter. But I have to go and act according to what the rules say, not according to what you say.

(Interruptions)

MR. SPEAKER: If you don't realise and don't read the book what can I do about it, Mr. Shantaram Naik? Have you studied the rules?

SHRI SHANTARAM NAIK: Yes Sir. Because there is no precedent whereby Privileges Committee's Reports have been discussed.

(Interruptions)

Arun Shorrie is committing a contempt again. He is insulting the Committee.

KUMARI MAMATA BANERJEE (Jadavpur): It is against all the conventions of the House.

PROF. MADHU DANDAVATE (Rajapur): I am moving the motion under Rule 315.

MR. SPEAKER: That is what I am quoting, Professor. I want to make you understand certain rules. Rule 315(1) reads as under:

"After the report has been presented, the Chairman or any member of the Committee or any other member may move that the report be taken into consideration whereupon the Speaker may put the question to the House."

(Interruptions)

MR. SPEAKER: So, he is moving it under that rule.

SHRI SHANTARAM NAIK: I want to oppose it. (Interruptions)

MR. SPEAKER: Why can't you sit properly? This is the worst thing that is happening. I do not know why

\* Not recorded.

civilized people like you, who have been representing this country, are making all the noise together? If 50 people shout how can I listen? What can I do? It is a daily recurrence in this House. Is it not shameful? You should realise what you are doing. You have got every chance. I never bar any discussion. You can move any motion either from this side or from that side. I have never barred anything. But when 50 people stand up and shout like this, what can I do? I am not omniscient that I can listen to everybody at the same time. Don't you feel something is lacking in us? What will the people think about us? You should at least know what you are doing. I allow everybody according to the rules. I can assure you one thing that I never go back on my promise that whatever subject must be thrashed out on the Floor of the House, I will allow that, not like this. Yet, Professor, now you move your motion.

PROF. MADHU DANDAVATE: I have given two motions. One is regarding the explosive situation in Tibet created by the imposition of the Martial Law.

MR. SPEAKER: You move the Privilege Motion. That is something else.

PROF. MADHU DANDAVATE: I only wanted to bring it to your notice that I have given two motions.

MR. SPEAKER: I have to put it to the vote of the House.

PROF. MADHU DANDAVATE: Firstly, I am fully within my right under rule 315.

MR. SPEAKER: That is why I have allowed your motion.

PROF. MADHU DANDAVATE: I am only welcoming your ruling.

You are angry when we welcome you. *(Interruptions)*

12.08 hrs.

## COMMITTEE OF PRIVILEGES

### Motion for consideration of The Fourth Report

PROF. MADHU DANDAVATE (Rajapur): I beg to move:

"That this House do consider the Fourth Report of the Committee of Privileges presented to the House on the 7th March, 1989."

MR. SPEAKER: the question

SHRI SHANTARAM NAIK (Panaji): We oppose it.  
*(Interruptions)*

PROF. MADHU DANDAVATE: There can be half-an-hour discussion on that.

MR. SPEAKER: I shall put it to the vote of the House. Let the House decide.

SHRI SHANTARAM NAIK: Before you put it to the vote of the House, he has already moved it.  
*(Interruptions)* No speech.

PROF. MADHU DANDAVATE: I will read part (2) of rule 315. It reads as under:

"Before putting the question to the House, the Speaker may permit a debate on the motion....."

MR. SPEAKER: That is my discretion. I am not going to be dictated by anybody; I am going to be dictated by my own conscience.

*(Interruptions)*

PROF. MADHU DANDAVATE: I will read out rule 351(2).

MR. SPEAKER: I know about it.

PROF. MADHU DANDAVATE: Let the House know about it. I am helping you so that there is no disturbance in the House.

MR. SPEAKER: I do not need any help.

PROF. MADHU DANDAVATE: Rule 315(2) reads as under:

"Before putting the question to the House, the Speaker may permit a debate on the motion, not exceeding half an hour in duration and such debate shall not refer to the details of the report further than is necessary to make out a case for the consideration of the report by the House."

*(Interruptions)*

MR. SPEAKER: Who has stopped you from opposing it? Has anybody stopped you? Let him say something. Professor, you say within two minutes whatever you want to say.

*(Interruptions)*

PROF. MADHU DANDAVATE: I am following your direction. All that I am saying is that since the Speaker has permitted a debate on the motion not exceeding half an hour, firstly, I want to know from you whether you are permitting us to raise the issue by having half an hour debate on this question.

SHRI SHANTARAM NAIK: Now he is taking advantage of this to have an half hour discussion.

MR. SPEAKER: Look here, wait a

minute. I have to decide upon his request.

SHRI BIPIN PAL DAS (Tezpur): On that we have to make submissions.

MR. SPEAKER: I will allow you also; no problem.

SHRI BASUDEB ACHARIA (Bankura): Allow half hour discussion.

MR. SPEAKER: No. What I am saying simply is that I have allowed Prof. Dandavate to move his Motion. I am allowing him to move his Motion now. I will decide whether I have to put to the House whether there is going to be a debate before or after, because I want to have a full debate, not half.

*(Interruptions)*

MR. SPEAKER: I am going to decide it by the House later on. But now you have to move the Motion, Professor. Move it.

*(Interruptions)*

MR. SPEAKER: You just move it.

PROF. MADHU DANDAVATE: I have already moved it.

MR. SPEAKER: You have to move it.

PROF. MADHU DANDAVATE: I have said that I have already moved it.

MR. SPEAKER: You speak something about it. Then I will ask. Not on the matter; only why you are moving it, this way.

PROF. MADHU DANDAVATE: Let me make a few observations because they are permissible according to the rules. I am not going..... *(Interruptions)*

SHRI SHANTARAM NAIK: Half an hour debate is not to be allowed.

MR. SPEAKER: It is not a debate. He has to move the motion.

PROF. MADHU DANDAVATE: I have moved the Motion. (*Interruptions*) I am saying that I have moved the Motion. Let me say that..... (*Interruptions*)

MR. SPEAKER: You have to make some submission why you are moving it. because I have to put it to the House.

PROF. MADHU DANDAVATE: Sir, just listen to me.

[*Translation*]

MR. SPEAKER: It will do only when you sit at ease. It won't be allowed.

[*English*]

I will not be cowed down by anybody.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. SHIV SHANKER): May I make a submission?

PROF. MADHU DANDAVATE: A member who moves any Motion, he is permitted to make a few submissions.

MR. SPEAKER: That is what I am asking you to do now.

PROF. MADHU DANDAVATE: That is right, But they are obstructing that.

SHRI BASUDEB ACHARIA: They do not know the rules.

PROF. MADHU DANDAVATE: That is right.

I wish to point out to you that the Privileges Committee's Report has been presented here on the 7th. We had carefully gone through this. There are minutes of dissent and I want to point out to you that while the Privileges Committee discussed the entire problem arising out of an allegation that was made here, and

some members wanted that the matter should be referred, regarding the two unauthorised accounts, illegal accounts..... (*Interruptions*)

SHRI BIPIN PAL DAS: He cannot go into the subject matter. (*Interruptions*)

MR. SPEAKER: All right. I will look into it.

SHRI P. SHIV SHANKER: I am rising on a point of order.

MR. SPEAKER: What is the point of order?

SHRI P. SHIV SHANKER: The point of order is this.

My submission is that under the rules when once a motion is moved, then before putting the question to the House you have the discretion to permit a debate on the Motion. The only submission that I am making to you is, whether you are permitting a debate on the Motion for which we have to say something.

SHRI BASUDEB ACHARIA: He has already permitted.

SHRI P. SHIV SHANKER: Because, if it is a question of the debate, then we have to say something.

MR. SPEAKER: You will have the time.

SHRI P. SHIV SHANKER: Before the debate is permitted.... (*Interruptions*) The point is whether the debate should be permitted. That is the point. (*Interruptions*) The point that is being raised is whether the debate is to be permitted. (*Interruptions*)

MR. SPEAKER: The question is when a member is allowed to move a motion, he is allowed to say something about that Motion.

SHRI P. SHIV SHANKER: So far as

the rule is concerned, it does not permit it. The rule does not permit that. The rule is, before the debate....*(Interruptions)*

MR. SPEAKER: Why are you all speaking at one time? He is already doing enough. Do not try to add to the confusion.

*(Interruptions)*

MR. SPEAKER: What do you want to say, Mr. Bholanath Sen?

SHRI BHOLANATH SEN: (Calcutta South): What I say is that he may move the motion that the Report be taken into consideration, whereupon the Speaker before putting the question to the House, the Speaker may permit a debate on the motion not exceeding half an hour and such debate shall not refer to the details of the report. Now, what they are doing is,—I read from the paper that I have got—the notice says that since the report reveals the failure of the Finance Ministry to explain certain things regarding the documents....

MR. SPEAKER: Listen. What I say is....

SHRI BHOLANATH SEN: How can the details be discussed?

PROF. N.G. RANGA (Guntur): You interrupt our members any number of times, and we get confused. You should have some consideration. *(Interruptions)*

MR. SPEAKER: I have heard Professor Sahib. I do not need any advice. I know what I am doing. I do what I am to do.

*(Interruptions)*

MR. SPEAKER: I only want to say to you, Prof. Dandavate, according to the rules, you will not refer to the details.

*(Interruptions)*

SHRI DINESH GOSWAMI (Guwahati): Sir, I am on a point of order.

MR. SPEAKER: What is your point of order?

SHRI DINESH GOSWAMI (Guwahati): Sir, Mr. Sen has not referred to the other part of the rule. It says:

“Such debate shall not refer to the details of the report further than is necessary to make out a case for the consideration of the report by the house.”

Therefore, Prof. Dandavate is entitled and also the House is entitled to place before you all facts which are necessary to make out a case for the consideration of the report....*(Interruptions)*

MR. SPEAKER: That is my discretion. I shall say whether it is necessary or not.*(Interruption)*

SHRI DINESH GOSWAMI (Guwahati): After hearing, you may decide....*(Interruptions)*

SHRI P. SHIV SHANKER: I would only like to seek your indulgence for a minute. My submission is firstly, Prof. Dandavate has moved the motion. Thereupon the Speaker may put the question of the House. The second part is, before putting the question to the House, the Speaker may permit a debate on the motion. Now the submission that I was making was whether you were pleased to allow him to produce with the debate for half an hour, for which we have objection, because the motion has been moved. That is the point which we are raising. There is

no precedent....(Interruptions)

MR. SPEAKER: I only want Prof. Dandavate to move that motion and remain within the rule.

(Interruptions)

PROF. MADHU DANDAVATE: You kindly decide what are the parameters and limitations, not the house..(Interruptions) Sir, my motion originally given to you is that the house do consider the Fourth Report of the Committee on Privileges arising out of allegation of illegal foreign accounts of Shri Kamal Nath, M.P. presented to the house on 7th March 1989.

Sir the Privileges Committee has carefully gone through the entire Problem that was entrusted to them....(Interruptions)

SHRI ASUTOSH LAW (Dum Dum): I am on a point of order. Is he moving under Sub Rule (1) or (2)? If it is under Sub Rule (1) he cannot say all these things. Under Sub Rule (2), you can allow him to say all these things. But under Sub Rule (1), he cannot....(Interruptions)

PROF. MADHU DANDAVATE: Sir, my contention is that when the problem was entrusted to the Privileges Committee, when the person against whom the privileges notice is directed is called upon to appear before the Committee, he wants to put forward a point of view that certain raids had taken place, already the process was in progress. Then a telephone call comes and then the whole thing was stopped... (Interruptions)

SHRI BIPIN PAL DAS: Can he go into the details sir?

MR. SPEAKER: His objection is sustained. Professor, you shall not refer to the details of the case.

(Interruptions)

PROF. MADHU DANDAVATE: Sir, if I give the details, then they will be more angry. I am not giving the details...(Interruptions)

SHRI DINESH GOSWAMI (Guwahati): Sir, he is entitled to place all facts necessary to make a case for consideration of the report.

MR. SPEAKER: will decide what is necessary.

(Interruptions)

PROF. MADHU DANDAVATE: I will not go into the details. But, Sir, certain basic facts permitted by the rules, I will have to place before the House. What do I speak? Shall I say, "Mr. Speaker, how are you?" "I am quite all right." Can I talk like that?... (Interruptions) when a person against whom the privilege notice is directed, himself comes forward with certain documentary evidence – again I am not going into the details; I am, fortunately for you, avoiding what is contained in the document because that has already appeared in the press—there is a date, there are numbers, then there are certain details. I am not going to give the details. I only say that there are certain details to which I do not want to refer because of your ruling. Now when he takes the full responsibility for the authenticity of the document that has been produced in the report, then the committee asks the Finance Ministry to try to show why there is a discrepancy between the document that they have produced of the date and the document that has been produced by the person against



whom privilege motion is directed.

SHRI BIPIN PAL DAS: On a point of order. You have allowed Prof. Dandavate to make a submission, to give reasons why he is moving the motion. These are not reasons why he is moving the motion. He is discussing the details. He cannot do that (*Interruptions*)

SHRI E. AYYAPA REDDY: I am on a point of order. When you allow the hon. Member to move a motion and when other Members are asked to vote on that motion, the basic right of other Members is to find out the intention, the purpose for which the motion is moved. When you have permitted him to move the motion, our right must also be safeguarded by you.

MR. SPEAKER: Your right will be when we have an open debate and not before that.

SHRI E. AYYAPU REDDY: We will be called upon to vote on that motion. Therefore, before that we must know what is that (*Interruptions*)

MR. SPEAKER: Do not vote; remain neutral.

PROF. MADHU DANDAVATE: He will not remain neutral on this. Our non-alignment policy is for the whole nation and not for the House.

I will again point out to you that I will make some cursory comments without details. It is already stated in rule 315(2) that such debate shall not refer to the details of the report further than is necessary to make out a case for the consideration of the report by the House. I will not go further than what is necessary.

MR. SPEAKER: I shall determine that.

PROF. MADHU DANDAVATE: Both of us are in agreement. Only they are differing.

MR. SPEAKER: I will determine how far we agree and how far we disagree.

PROF. MADHU DANDAVATE: That is all right. I am building up the case like this that when a person is invited to appear before the Committee and there is an allegation that he has committed a breach of privilege, he has the right to come forward with certain documents. If anybody has doubt about the documents—I will not say what is contained in the documents—all that the Chairman of the Privileges Committee can say is: "Do you take full responsibility for the authenticity of the document?" And once he takes full responsibility for the authenticity of the document and he says that this is the documents, the copies are produced, carbon copies are produced, then you ask the Government what are the details, how it has arisen and all that. The Finance Ministry produces a document which is almost the same but with certain distortions and variations. Then the Finance Ministry is expected to explain to the Privileges Committee about that. It is stated in the report that when the Committee asked the Finance Ministry why this discrepancy between the two documents, they were not able to say a word about the distortions that had taken place in the document that had been produced by the person against whom the privilege notice was pending. And when such distortions are there, I challenge the very validity of the report ... (*Interruptions*)

MR. SPEAKER: Have you to say

anything about it?

PROF. MADHU DANDAVATE: Sir, at least let me complete the sentence. Grammatically I should not be incorrect in the record. I was saying that therefore it is very necessary that if certain distortions in the document produced and what has been given by the Finance Ministry are not explained, those aberrations are not explained, and if in spite of the aberrations, the Privileges Committee has come to certain conclusion and since those who have given a minute of dissent have pointed out to the distortions and aberrations, in that case the Privileges Committee — its Chairman — is expected to protect the viewpoint of all those who have raised certain points. We do not find that this aspect has been protected and, therefore, I want that it should be fully debated.

MR. SPEAKER: Yes, Mr. Bholanath Sen.

SHRI BHOLANATH SEN: Sir, the recommendation on page 31 of the book is . . . (*Interruptions*)

SHRI HANNAN MOLLAH (Uluberia): Sir, he is quoting from the Report . . . (*Interruptions*).

SHRI BHOLANATH SEN: I am just saying about the recommendation. This is not detail . . . (*Interruptions*)

MR. SPEAKER: I shall decide it. This is what I said about you also and this is what I say about them also. I have to decide, not you. You are not my master and you are not my mentor. I am to decide what I am to decide.

I decided about him and I will decide about him also . . . Before even his speaking . . .

(*Interruptions*)

MR. SPEAKER: What is the point? There is no matter of discussion. I decide according to what I think right, Sir . . .

(*Interruptions*)

MR. SPEAKER: No. Everywhere it is the same.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): Sir, you have rightly said that you have not so far permitted any debate on this matter. You gave opportunity to Mr. Madhu Dandavate only to make a submission. While moving that, you did not permit a debate on it. The point that he is making, the Committee has fully explained it. There is no dispute about the documents with regard to . . . (*interruptions*) I am not going into the merits . . . (*interruptions*). There is absolutely no case for any debate. There is no case whatsoever. Even the documents about the legality of the accounts are admitted. So, there is nothing. He is totally bringing in irrelevant things. There is no question of debate . . . (*interruptions*)

PROF. MADHU DANDAVATE: Tell me what is it on pages 34, 37 and 38. Then I will come to know whether you have read the Report or not. Let me ask Mr. Minister that don't exercise your fundamental right of ignorance. Have you read pages 34, 37 and 38?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): You are indulging in an

exercise of irrelevance. The Committee has explained everything.

SHRI BHOLANATH SEN: Sir, it has been decided by the Committee that no further action needs to be taken. Does he agree to that or does he disagree to that, or does he want to amend that? Nothing of this sort has been said.

MR. SPEAKER: Now the question is...

*(Interruptions)*

PROF. MADHU DANDAVATE: Sir, I want the Privilege Motion to be proved further. Because he has asked me a question, I must reply ... *(Interruptions)*.

MR. SPEAKER: The question is that ... *(Interruptions)*

SHRI DINESH GOSWAMI: Sir, I am on a point of order... *(Interruptions)*.

MR. SPEAKER: I did not allow any debate..... *(Interruptions)*

SHRI DINESH GOSWAMI: Sir, I have a right to raise a point of order. Please listen to my point of order.

MR. SPEAKER: What is your point of order?

SHRI DINESH GOSWAMI: Sir, in rule 315, the conditions are...*(Interruptions)*.

MR. SPEAKER: I have read it already.

SHRI DINESH GOSWAMI: Please listen to my point of order, Sir. You can reject my point of order.

MR. SPEAKER: I have read it ten times now.

SHRI DINESH GOSWAMI: No, Sir, please listen to me. Under rule 315, the Member has a right to move a motion ... *(Interruptions)*.

MR. SPEAKER: That is what I did.

SHRI DINESH GOSWAMI: You have a right not to allow a discussion. But if you allow a discussion under sub-rule (2), then ... *(Interruption)*. You have allowed a discussion. You have allowed Mr. Madhu dandavate...*(Interruptions)* when you have allowed a discussion under rule 315 (2), I have a right to make my submission.. *(Interruptions)*.

MR. SPEAKER: I allowed a submission. I am now going to put to the vote of the house...

*(Interruptions)*

MR. SPEAKER: The question is:

"That this house do consider the Fourth Report of the Committee of Privileges presented to the House on the 7th March, 1989"

*The Lok Sabha divided :*

**Division No. 1]**

**AYES**

**[12.39 hrs.**

Abdul Hamid, Shri  
Acharia, Shri Basudeb  
Ataur Rahman, Shri  
Chowdhary, Shri Saifuddin  
Dandavate, Prof. Madhu  
Deo, Shri V. Kishore Chandra S.  
Dora, Shri H. A.

Goswami, Shri Dinesh  
Hannan Mollah, Shri  
Iyer, Shri V. S. Krishna  
Jagathrakshakan, Dr. S.  
Kurup, Shri Suresh  
Mahata, Shri Chitta  
Malik, Shri Purna Chandra

Murty, Shri Bhattam Srirama  
 Patel, Dr. A. K.  
 Patel, Shri H. M.  
 Patel, Shri Shantilal  
 Penchalliah, Shri P.  
 Raju, Shri Vijaya Kumar  
 Ram Bahadur Singh, Shri  
 Ramaiah, Shri Sode  
 Ramoowalia, Shri Balwant Singh  
 Rao, Shri Srihari  
 Reddi, Shri C. Madhav  
 Reddy, Shri Bezawada Papi  
 Reddy, Shri C. Janga  
 Reddy, Shri E. Ayyapu  
 Reddy, Shri K. Ramachandra

Reddy, Shri M. Raghuma  
 Reddy, Shri S. Jaipal  
 Roy, Dr. Sudhir  
 Roypradhan, Shri Amar  
 Saha, Shri Ajit Kumar  
 Saha, Shri Gadadhar  
 Saikia, Shri Gokul  
 Shahabuddin, Shri Syed  
 Singh, Shri Vishwanath Pratap  
 Somu, Shri N. V. N.  
 Thomas, Shri Thampan  
 Thota, Shri Gopal Krishna  
 Tiraky, Shri Piyus  
 Tulsiram, Shri V.  
 Walia, Shri Charanjit Singh

#### NOES

Abdullah, Begum Akbar Jahan  
 Ahmad, Shri Sarfaraz  
 Akhtar Hasan, Shri  
 Ansari, Shri Abdul Hannan  
 Antony, Shri P.A.  
 Awasthi, Shri Jagdish  
 Bairwa, Shri Banwari Lal  
 Bali, Shrimati Vyjayanthimala  
 Banerjee, Kumari Mamata  
 Basavaraju, Shri G. S.  
 Bhagat, Shri H. K. L.  
 Bharat Singh, Shri  
 Bhardwaj, Shri Parasram  
 Bhoi, Dr. Krupasindhu  
 Bhumij, Shri Haren  
 Bhuria, Shri Dileep Singh  
 Birinder Singh, Shri  
 Buta Singh, S.  
 Chandresh Kumari, Shrimati  
 Chaturvedi, Shri Naresh Chandra  
 Chaturvedi, Shrimati Vidyavati  
 Chaudhary, Shri Manphool Singh

Chaudhry, Shri Kamal  
 Chavan, Shri Ashok Shankarrao  
 Choudhary, Shri Jagannath  
 Choudhary, Shri Nandlal  
 Choudhury, Shri A. B. A. Ghani Khan  
 Dalbir Singh, Shri  
 Das, Shri Bipin Pal  
 Das Munsi, Shri Priya Ranjan  
 Dennis, Shri N.  
 Dev, Shri Sontosh Mohan  
 Dhariwal, Shri Shanti  
 Dhillon, Dr. G.S.  
 Dighe, Shri Sharad  
 Digvijay Singh, Shri  
 Dikshit, Shrimati Sheila  
 Dinesh Singh, Shri  
 Dube, Shri Bhishma Deo  
 Gadhvi, Shri B.K.  
 Gaikwad, Shri Udaysingrao  
 Ganga Ram, Shri  
 Gavit, Shri Manikrao Hodlya  
 Gehlot, Shri Ashok

Ghosal, Shri Debi  
 Ghosh, Shri Bimal Kanti  
 Guha, Dr. Phulrenu  
 Gupta, Shrimati Prabhawati  
 Halder, Prof. M. R.  
 Jadeja, Shri D.P.  
 Jagannath Prasad, Shri  
 Jain, Shri Nihal Singh  
 Jain, Shri Virdhi Chander  
 Jatav, Shri Kammodilal  
 Jeevarathinam, Shri R.  
 Jena, Shri Chintamani  
 Jhikram, Shri M. L.  
 Jitendra Prasada, Shri  
 Jujhar Singh, Shri  
 Khan, Shri Khurshid Alam  
 Khan, Shri Mohd. Ayub  
 Khattri, Shri Nirmal  
 Kinder Lal, Shri  
 Krishna Singh, Shri  
 Kshirsagar, Shrimati Kesharbai  
 Kunjambu, Shri  
 Kunwar Ram, Shri  
 Kurien, Prof. P. J.  
 Law, Shri Asutosh  
 Madhuree Singh Shrimati  
 Mahabir Prasad, Shri  
 Makwana, Shri Narsinh  
 Malik, Shri Dharampal Singh  
 Mane, Shri Murlidhar  
 Manorama Singh, Shrimati  
 Meena, Shri Ram Kumar  
 Mehta, Shri Haroobhai  
 Mishra, Dr. Prabhat Kumar  
 Mishra, Shri Ram Nagina  
 Mishra, Shri Shripati  
 Mishra, Shri Umakant  
 Modi, Shri Vishnu

Naik, Shri G. Devaraya  
 Naik, Shri Shantaram  
 Naikar, Shri D. K.  
 Namgyal, Shri P.  
 Negi, Shri Chandra Mohan Singh  
 Netam, Shri Arvind  
 Odeyar, Shri Channaiah  
 Oraon, Shrimati Sumati  
 Pandey, Shri Kali Prasad  
 Panika, Shri Ram Pyare  
 Pant, Shri K. C.  
 Panwar, Shri Satyanarayan  
 Parashar, prof. Narain Chand  
 Paswan, Shri Ram Bhagat  
 Patel, Shri U.H.  
 Pathak, Shri Chandra Kishore  
 Patil, Shri Balasaheb Vikhe  
 Patil, Shri Uttamrao  
 Patnaik, Shrimati Jayanti  
 Pattnaik, Shri Jagannath  
 Pilot, Shri Rajesh  
 Poōjary, Shri Janardhana  
 Prabhu, Shri R.  
 Pradhan, Shri K. N.  
 Purohit, Shri Banwari Lal  
 Purushothaman, Shri Vakkom  
 Pushpa Devi, Kumari  
 Raghuraj Singh, Chaudhary  
 Rai, Shri I. Rama  
 Rajhans, Dr. G. S.  
 Ram, Shri Ram Ratan  
 Ram, Shri Ramswaroop  
 Ram Awadh Prasad, Shri  
 Ram Prakash, Ch.  
 Ram Samujhawan, Shri  
 Ramachandran, Shri Mullappally  
 Rana Vir Singh, Shri  
 Ranga, Prof. N. G.  
 Ranganath, Shri K. H.  
 Rao, Shri J. Chokka

Rao, Shri K. S.	Singh, Shri Santosh Kumar
Rao, Shri P. V. Narasimha	Sinha, Shrimati Kishori
Rao, Shri V. Krishna	Sodi, Shri Mankuram
Rathod, Shri Uttam	Solanki, Shri Kalyan Singh
Raut, Shri Bhola	Soz. Prof. Saifuddin
Rawat, Shri Harish	Sparrow, Shri R. S.
Rawat, Shri Kamla Prasad	Sreenivasa Prasad, Shri V.
Sahi, Shrimati Krishna	Sultanpuri, Shri K. D.
Sahu, Shri Shiv Prasad	Suman, Shri R. P.
Sakargaym, Shri Kalicharan	Sunder Singh, Ch.
Salahuddin, Shri	Suryawanshi, Shri Narsing
Sankata Prasad, Dr.	Swami Prasad Singh, Shri
Satyendra Chandra, Shri	Tapeshwar Singh, Shri
Sathe, Shri Vasant	Tariq Anwar, Shri
Sethi, Shri Ananta Prasad	Thakkar, Shrimati Usha
Shah, Shri Anoopchand	Thambi Durai, Shri M.
Shankarlal, Shri	Tomar, Shrimati Usha Rani
Shankaranand, Shri B.	Tripathi, Dr. Chandra Shekhar
Shanmugam, Shri P.	Tytler, Shri Jagdish
Sharma, Shri Chiranjil Lal	Vanakar, Shri Punam Chand
Sharma, Shri Nand kishore	Mithabhai
Sharma, Shri Pratap Bhanu	Verma, Dr. C. S.
Shastri, Shri Hari Krishna	Verma, Shrimati Usha
Sidnal, Shri S. B.	Vijayaraghavan, Shri V. S.
Singh, Shri Chandra Pratap Narain	Vyas, Shri Girdhari Lal
Singh, Shri Kamla Prasad	Yadav, Shri Kailash
Singh, Shri Krishna Pratap	Yadav, Shri Shyam Lal
Singh, Shri Lal Vijay Pratap	Yazdani, Dr. Golam
Singh, Shri N. Tombi	Zainul Basher, Shri
Singh, Shri S. D.	

MR. SPEAKER: Subject to correction\*  
the result of the Decision is:

AYES : 44

NOES : 180

*The Motion was negatived.*

\*The following Members also recorded their votes:—

AYES: Shri Sita Ram Gavali, Shri Mohd. Mahfooz Ali Khan, Shri Ram Narain Singh, Prof. Parag Chaliha and Shri Saifuddin Ahmed.

NOES: Shri Bholanath Sen, Dr. B.L. Shailesh, Shri Williamson Sangma, Shri Sriballav Panigrahi, Shrimati Chandra Tripathi, Shri Satyendra Narain Sinha, Shri Ranjit Singh Gaekwad, Shri Deep Narayan Van, Shri Mohd. Ayub Khan (Udhampur), Shri Zulfiquar Ali Khan.

[English]

KUMARI MAMTA BANERJEE  
(Jadavpur): What about ex-ser-  
vicemen?

[Translation]

MR. SPEAKER: Please give in  
writing. I will see.

SHRI DHARAM PAL SINGH MALIK  
(Sonapat): I have a privilege motion.

MR. SPEAKER: When you give it to  
me, only then I will see it.

12.36 hrs.

PAPERS LAID ON THE TABLE

[English]

**Detailed Demands for Grants of  
the Ministry of External Affairs for  
1989-90**

THE MINISTER OF STATE IN THE  
MINISTRY OF PARLIAMENTARY  
AFFAIRS AND MINISTER OF  
STATE IN THE PRIME MINISTER'S  
OFFICE (SHRIMATI SHEILA  
DIKSHIT): On behalf of Shri K.  
Natwar Singh, I beg to lay on the  
Table a copy of the Detailed  
Demands for Grants (Hindi and  
English versions) of the Ministry of  
External Affairs for 1989-90.

[Placed in Library. See No. LT-7459/  
89.]

**Rice Milling Industry (Regulation  
and Licensing) Second  
Amendment Rules, 1988.**

THE MINISTER OF STATE OF  
THE MINISTRY OF FOOD PRO-  
CESSING INDUSTRIES (SHRI  
JAGADISH TYTLER): I beg to lay on  
the Table a copy of the Rice Milling  
Industry (Regulation and Licensing)  
Second Amendment Rules, 1988  
(Hindi and English version) published

in Notification NO. G.S.R. 1210 (E)  
in Gazette of India dated the 27th  
December, 1988, under sub-section  
(4) of section 22 of the Rice Milling  
Industry (Regularisation) Act, 1958.

[Placed in library. See No. LT- 7460/  
89]

**Annual Accounts of the University  
of Delhi for 1987-88 and a  
statement showing reasons for  
delay in laying it on the table;  
Annual Accounts of the Regional  
Engineering College, Durgapur;  
Sardar Vallabhbhai Regional  
College of Engineering and  
Technology, Surat; Regional  
Institute of Technology,  
Jamshedpur for 1987-88, etc.-etc.,**

THE MINISTER OF STATE OF THE  
MINISTRY OF FOOD PROCESSING IN-  
DUSTRIES (SHRI JAGADISH TYTLER).  
Sir, on behalf of Shri L.P. Shahi, I beg to  
lay on the Table:-

- (1) A copy of the Annual Accounts  
(Hindi and English versions) of  
the University of Delhi, Delhi,  
for the year 1987-88 together  
with Audit Report thereon.
- (2) A statement (Hindi and English  
versions) showing reasons for  
delay in laying the papers  
mentioned at (1) above. [Placed  
in Library. See No. LT-7461/89]
- (3) A copy of the Annual Accounts  
(Hindi and English versions) of  
the Regional Engineering  
College, Durgapur, for the year  
1987-88 together with Audit  
Report thereon. [Placed in  
Library See No LT-7462/89]
- (4) A copy of the Annual Accounts  
(Hindi and English versions) of  
the Sardar Vallabhbhai  
Regional College of  
Engineering and Technology,  
Surat. for the year 1987-88

- together with Audit Report thereon. *[Placed in Library. See No. LT-7463/89]*
- (5) A copy of the Annual Accounts (Hindi and English versions) of the Regional Institute of Technology, Jamshedput, for the year 1987-88 together with Audit Report thereon. *[Placed in Library. See No. LT-7464/89]*
- (6) A copy of the Annual Accounts (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1987-88 together with Audit Report thereon. *[Placed in Library. See No. LT-7465/89]*
- (7) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Calicut, for the year 1987-88 together with Audit Report thereon. *[Placed in Library See No. LT-7466/89]*
- (8) A copy of the Annual Accounts (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1987-88 together with Audit Report thereon. *[Placed in Library, See No. LT-7467/89]*
- (9) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Management, Bangalore, for the year 1987-88 together with Audit Report thereon.
- (10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above. *[Placed in Library See No. LT-7468/89]*
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Bombay, for the year 1987-88.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Bopmbay, for the year 1987-88. *[Placed in Library See No. LT-7469/89]*
- (12) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Kharagpur, for the year 1987-88.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of Indian Institute of Technology Kharagpur, for the year 1987-88. *[Placed in Library See No. LT-7470/89]*
- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Delhi, for the year 1987-88.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Delhi, for the year 1987-88. *[Placed in Library See No. LT-7471/89]*
- (14)(i) A copy of the Annual Report and English versions) of the Indian Institute of Technology, Madras, for the year 1987-88.



(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Madras, for the year, 1987-88. *[Placed in Library See No. LT- 7472/89]*

(15) A copy of the following papers (Hindi and English versions) under sub-section (4) of section 23 of the Institutes of Technology Act, 1961:-

(i) Annual Accounts of the Indian Institute of Technology, Bombay, for the year 1987-88 together with Audit Report thereon. *[Placed in Library See No. LT-7473/89]*

(ii) Annual Accounts of the Indian Institute of technology, Kharagpur, for the year 1987-88 together with Audit Report thereon. *[Placed in Library See No. LT-7474/89]*

(iii) Annual Accounts of the Indian Institute of Technology, Delhi, for the year 1987-88, together with Audit Report thereon. *[Placed in Library See No. LT-7475/89]*

(iv) Annual Accounts of the Indian Institute of Technology, Madras, for the year 1987-88 together with Audit Report thereon. *[Placed in Library See No. LT-7476/89]*

(v) Annual Accounts of the Indian Institute of Technology, Kanpur, for the year 1987-88 together with Audit Report thereon. *[Placed in Library See No. LT-7477/89]*

(16) A statement (Hindi and English versions) showing reasons for delay in laying the

papers mentioned at (11) to (15) above. *[Placed in Library See No. LT-7469/89]*

17(i) A copy of the Annual Report (Hindi and English versions) of the Delhi Public Library, Delhi, for the year 1987-88 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Delhi Public Library, Delhi, for the year 1987-88.

(18) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above. *[Placed in Library See No. LT-7478/89]*

(19) A statement (Hindi and English versions) explaining reasons for not laying the Annual Reports of Regional Engineering Colleges, situated at Calicut, Durgapur, Silchar, Surathkal, Jaipur, and Hamirpur and Audited Accounts of the Regional Engineering Colleges situated at Allahabad, Srinagar, Surat, Calicut, Jamshedpur, Durgapur, Silchar, Tiruchirapalli, Surathkal, Jaipur and Hamirpur, for the year 1987-88 within the stipulated period of nine months after the close of the Accounting year. *[Placed in Library See No. LT-7479/89].*

#### **Fertilizer (Movement Control) (Amendment) Order, 1988**

THE MINISTER OF STATE IN THE DEPARTMENT OF FERTILIZERS IN THE MINISTRY OF AGRICULTURE (SHRI R. PRABHU): I beg to lay on the Table

a copy of the Fertiliser (Movement Control) (Amendment) Order, 1988 (Hindi and English versions) published in Notification No. S.O. 1162(E) in Gazette of India dated the 12th December, 1988 under sub-section (6) of section 3 of the Essential Commodities Act, 1955.

[Placed in library. See No. LT-7480/89]

**Review on the working of and Annual Report of Karnataka Agro Industries Corporation Ltd. for 1986-87, Statement showing reasons for delay in laying the papers; Annual Report and Review on the working of National Oilseeds and Vegetable Oils Development Board for 1987-88.**

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI SHYAM LAL YADAV): I beg to lay on the Table:

(1) A copy of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Karnataka Agro Industries Corporation Limited Bangalore, for the year 1986-87.

(ii) Annual Report of the Karnataka Agro Industries Corporation Limited, Bangalore, for the year 1986-87 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library See No. LT-7481/89].

(3) (i) A copy of the Annual Report (Hindi and English versions) of the National Oilseeds and Vegetable Oils Development Board for the year 1987-88 along with Audited Accounts under sub-section (4) of section 16 and sub-section (4) of section 14 of the National Oilseeds and Vegetable Oils Development Board, Act, 1983.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Oilseeds and Vegetable Oils Development Board for the year 1987-88.

[Placed in library See No. LT-7482/89]

**Notifications under Major Port Trusts Act, 1963 and Annual Report of and Review on the working of Madras port Trust for 1987, 88 etc.**

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): I beg to lay on the Table:

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 124 of the Major Port Trusts Act, 1963:-

(i) G. S. R. 1037 (E) published in Gazette of India dated the 27th October, 1988 approving the Cochin Port Trust (Handling of Freight Containers carrying Dangerous/Hazardous Cargo) Regulations, 1987.

(ii) G. S. R. 2(E) published in Gazette of India dated the 3rd January, 1989 approving modified the Kandla Port Trust (Licensing of Stevedores) Regulations, 1988.

(iii) G. S. R. 14(E) published in Gazette of India dated the 9th January, 1989 approving the Madras Port Trust (Handling of Freight Containers containing Dangerous/Hazardous Cargo) Regulations, 1987.

(iv) G. S. R. 40(E) published in Gazette of India dated the 19th January, 1989 approving the Bombay Port Trust (Distraint or Arrest and Sale of Vessels Regulations, 1988. [Placed in library See No LT-7483/89]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Madras Port Trust for the year 1987-88 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) of the Madras Port Trust for the year 1987-88.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in library. See No. LT-7484/89]

(4) (i) A copy of the Annual Accounts (Hindi and English versions) of the Kandla Port

Trust for the year 1987-88 together with Audit Report thereon, under sub-section (2) of section 103 of the Major Port Trusts Act, 1963.

(ii) A copy of the Review (Hindi and English versions) by the Government on the Accounts of the Kandla Port Trust for the year 1987-88.

(5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above. [Placed in library. See No.LT-7485/89].

12:38 hrs.

#### MESSAGE FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following message received from the Secretary-General of Rajya Sabha:—

“In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Direct Tax Laws (Amendment) Bill, 1989, which was passed by the Lok Sabha at its sitting held on the 23rd February, 1989, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill”.

## COMMITTEE ON PUBLIC UNDERTAKINGS

### Fifty-Fourth Report

[English]

SHRI VAKKOM PURUSHOTHAMAN (Alleppey): Sir, I beg to present the Fifty-fourth Report (Hindi and English versions) of the Committee on Public Undertakings on Action Taken by Government on the recommendations contained in their Thirty-fourth Report on Indian Airlines-Passenger Services.

12:40 hrs.

[Mr. Deputy Speaker in the Chair]

12:40 hrs.

### STATEMENT UNDER RULE 357

[English]

SHRI C. JANGA REDDY (Hanamkonda): Sir, the National Executive of the BJP had a three-day session at Udaipur last week. The two resolutions adopted by the Executive on the political situation in the Country are pronouncements underscored by pure patriotism and an uncompromising concern for national unity.

An hon. Member of this House, Prof. Saifuddin Soz, has, however, used the forum of this House to make an unwarranted attack on my party. On Tuesday last, Prof. Soz said that BJP resolutions spread communalism. I take exception to his remarks and would like to put the record straight. Prof. Soz's charge against my party is based principally on two grounds:—

—firstly, that the BJP favours repeal of article 370; and

—secondly, that BJP wants the Minorities Commission to be wound up.

The BJP holds that Article 370 was conceived by our Constitution makers only as a temporary provision and specifically described as such in the Constitution. Its continuation even after 40 years of Independence is not only a psychological barrier between J&K State and the rest of the country but is also encouraging separatist forces in Punjab and other regions of the country to make demands for a similar special status for those regions. The BJP, therefore, holds that the earlier this provision goes the better. (Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record. Only the personal explanation, as approved, will go on record.

(Interruptions)

SHRI C. JANGA REDDY: So far as the Minorities Commission is concerned, the former Chairman of the Commission, Justice Beg is on record having observed:

"Naming Commissions as being meant for minority communities or Scheduled Castes, etc. is by itself misleading, and encourages divisiveness."

(Interruptions)

Justice Beg suggested the setting up of a "National-Cum-Human Rights Commission for the promotion of secular traditions and National Integration."

The BJP fully endorses this above view and holds that it would be in the country's best interest if the present Minorities Commission is replaced by a Human Rights Commission whose task would be to ensure that no individual or group is discriminated against, on grounds of religion, caste, language, etc. (Interruptions) Shri Soz is perfectly entitled to differ with our view but I wish to assert with all the emphasis at my

command that there is nothing communal in either of these two demands of the BJP. (*Interruptions*)

**12.43 hrs.**

[*English*]

PERSONAL EXPLANATION BY MEMBER

SHRIMATI VYJAYANTHIMALA BALI (*Madras South*): Mr. Deputy-Speaker, Sir, I want to make a clarification regarding what I have said about the 'Nehru Run'. I am sorry to note that a section of the Press has stated that I said about the 'Nehru Run' as a "colossal waste of resources and human energy." In fact, the subsequent part of my utterance had either not been heard in the din or taken note of. Whatever I said was not quoted by the Press in the full form. What I said yesterday was that the 'run' had been a colossal waste of energy in the sense that in the 'run' many tried to molest and harass the young girls and the women who took part in the 'run'. Unfortunately, the purpose and the theme of the run was not well quoted, as I said, by a section of the Press. (*Interruptions*)

**12.44 hrs.**

MATTERS UNDER RULE 377

[*Translation*]

(i) **Need to extend the Kamla-Balan Dam from Kothram to Kursela to save villages of North Bihar from floods.**

SHRI RAM BHAGAT PASWAN (*Rosera*): In North Bihar Kamla-Balan Dam needs to be extended from Kothram to Kursela as thousands of villages of North Bihar are washed away in floods rendering

thousands of families homeless with a colossal loss of life and property worth crores of rupees. Almost all the three corps of the poor farmers get destroyed and dreadful diseases like Kalajar, Malaria, Cholera etc. have their sway. The floods present sight of submersion in Kusheswarasthan, Virol, Ghanshyampur, Scindia, Rosera, Warisnagar, Hasanpur and Jhanjharpur divisions.

Therefore, I urge upon the Government to extend this Kamla-Balan Dam from Kothram to Kursela and divert its water into the river Ganga.

[*English*]

(ii) **Need to construct a flyover at Datta Pada railway crossing between Kandivale and Borivalee. Bombay**

SHRI ANOOPCHAND SHAH (*Bombay North*): I would like to draw the attention of the Railway Minister towards a long pending demand of people of Bombay, especially of people from suburban of Bombay regarding a flyover bridge at Datta Pada Railway crossing between Kandivale and Borivalee of Bombay. There is not a single flyover between Andheri and Borivalee for traffic going from East to West and vice-versa. I earnestly request the hon. Minister to instruct department to start work for this flyover bridge as early as possible.

[*Translation*]

(iii) **Need to ensure regular water supply to villages of outer Delhi**

SHRI BHARAT SINGH (*Outer Delhi*): Mr. Deputy Speaker, Sir

[Shri Bharat Singh]

there is Saltish water In Najafgarh, Ochandi, Kutubgarh, Tikri Kalan, Hirokudana and in several other villages of my constituency, Outer Delhi. Therefore, these village are being given water from Haidarpur tank. But there is a great shortage of drinking water in all these villages. Two years back drinking water was available in these villages but since new colonies like Rohini, Vikipuri, Paschim Vihar and Pritampura have come up in this area, the available water is got consumed by the residents of these colonies. Hence the people of newly built up colonies do not get the supply of water even for two hours a day. Although the Haidarpur tank has been built up on the land of Haidarpur village, yet the people of this village do not get water from this tank. One more plant should be set up immediately at Hajdarpur so that all the residents of these villages may get the supply of drinking water. Pending it, water should be made available to these villages through tankers.

[English]

**(iv) Need to set up a separate directorate of Telecommunication in Marathawada region of Maharashtra;**

SHRI ASHOK SHANKARRAO CHAVAN (Nanded): I wish to raise the question of opening of an office of Directorate of Telecommunication in the Marathawada region of Maharashtra State. There are seven districts in the Marathawada region. For the purpose of telecommunication, these seven

districts have been placed under three separate Telecom Directors viz. Nanded and Parbhani under Telecom Director, Nagpur, Aurangabad and Jalna under Nasik and Latur, Beed and Osmanabad under Kolhapur. For a well coordinated and systematic development of this region, it is essential that a separate Directorate of Telecommunication is set up in this backward region. The obstacles which come in its way including technical ones, if any, could be solved. By setting up this Directorate, the problem of this region could be solved at one place only instead of being handled at three different places. I would request the Minister of Communications to kindly consider this proposal favourably.

**(v) Need for research to produce high yielding variety of coconut.**

SHRI I. RAMA RAI (Kasaragod): The economy of the rural Keralites is dependent on the income from coconut. Coconut also contributes to the edible oil as well as to the traditional industries like coir. Over and above this, the Government of India is keen on the development of coconut crop in non coconut growing States of the country. But it is disappointing that the various Research Centres like Central Plantations Research Institute, Kasaragod, Kerala, which is a National Institute under ICAR have failed in finding suitable preventive measures for the root-wilt disease and also in developing the 'tissue culture'. To serve this purpose the existing coconut plants should be

protected from various diseases especially, the root-wilt disease prevailing in Kerala. To raise new plantations, there is necessity of producing large scale seedlings of high yielding variety. Keeping this in view, the Government should encourage the scientists to do more research on 'tissue culture' and to produce seedlings of high yielding variety. Government of India should take up this issue seriously and set right the lapses if any, in the research work in this particular field.

[Translation]

- (vi) **Need for action against the management of BEC Fertilizer Plant, Sirigahi, (Madhya Pradesh) for polluting the atmosphere.**

DR. PRABHAT KUMAR MISHRA (Janjgir): Mr. Deputy Speaker, Sir, BEC Fertilizer Plant at Sirigahi Industrial Estate in my constituency in district Bilaspur of Madhya Pradesh is creating heavy pollution. The people of Kormi village in its vicinity are very much fed up of it. The vegetables and other crops are getting damaged by the gas emission from the plant. It is also polluting the water of the adjoining drain near Kormi village which is causing death of the animals. 5-6 months back there was also a gas-leakage from the plant which had resulted in the fainting of some of its workers but the matter was hushed up. It may lead to some devastating incident like Bhopal Gas tragedy in future. The Public Health Engineering Department, Bilaspur is obliging

them by providing special facilities for the plant. From the water supply system of the village, water is not being supplied to the residents of the village but to the factory. It has reduced the water level in villages. The wells have also dried up and the people have been deprived of the supply of water for drinking and irrigation purposes. The land in these villages has gone barren.

I, therefore, request the hon. Minister of Environment to conduct an immediate inspection of BEC Fertilizer Plant and take action against the management of BEC Fertilizer plant for causing environmental pollution.

[English]

- (vii) **Need to accede to the demands of State Government Employees of Punjab.**

SHRI BALWANT SINGH RAMOOWALIA (Sangrur): There has been a wide spread resentment prevailing among the employees of Punjab Government against the recommendation of 3rd Punjab Pay Commission. The doctors have resorted to hunger strike and Punjab Roadways employees are agitating against retrenchment. The Anganwari workers are agitating for regularisation of services and equal pay with other categories of employees; teachers are also on the agitation path. Gap between employees and the Government is getting widened. The State administration should be directed to accede to genuine demands of the employees.

(viii) **Need to give recognition to medical practitioners who do not have M.B.B.S. or M.D. degrees.**

SHRI SRIHARI RAO (Rajahmundry): The number of Private Medical Practitioners in the country in villages and in poor localities of towns and cities who safeguard public health by practising allopathy on the basis of their experience, is about 3.5 lakhs. In this country, where even the consultation fee of an MBBS doctor is not less than fifty rupees, these practitioners serve the poor and are easily available all the 24 hours.

Although, these doctors do not possess any degree/diploma, their long experience in medical science is their qualification. In acknowledging this, our first Prime Minister Pandit Jawaharlal Nehru has said:

"Degree and diplomas have their own place but experience is no less than a degree."

such experienced doctors have however, nor received any recognition so far. While the Indian Medical Council Act, 1956 was under consideration, a section of the legislators was of the view that section 15(2) of the Act may not be made applicable to such doctors and accordingly they may not be prosecuted for practising in medicine. Qualified doctors having degrees, do not agree to go to villages and people there die in the absence of any doctors.

I, therefore, urge upon the Union Government to frame an Act and give permission to practise in medicine to all such doctors who have 10 years experience with an MBBS/MD doctor.

12.55 hrs.

(RAILWAY BUDGET, GENERAL DISCUSSION—(Contd.))

[English]

MR. DEPUTY SPEAKER: The House will now take up further general discussion on the Budget (Railways) for 1989-90. Shri Kali Prasad Pandey.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj): Mr. Deputy Speaker, Sir, I want to express in brief my views on the Railway Budget for the year 1989-90 presented by the hon. Railway Minister of State.

Mr. Deputy Speaker, Sir, there has been a very strange coincidence in regard to this Railway Budget. I mean to say that the letter 'M' comes in the beginning of the names—Madhav and Mahabir but I would not like to take the name of any such region beginning with this letter because while linking Gorakhpur with Madhya Pradesh, Shri Mahabir Prasad has not been kind enough to connect by rail link the adjoining region of Chhapra, Seewan and East as well as West Champaran, from where Gandhiji had initiated his movements. From



all the data given in this Railway Budget, it is obvious that no train has been provided for these places. I am happy that Shri Scindia has taken steps to link Madhya Pradesh with other parts of the country. I don't have any objection to that but I do have an objection to your neglect because you have never tried to know it whether there is any provision of a train in Chhapra and Sonpur though you belong to the adjoining area of my constituency and I also have a sense of belonging to you in that way. In this context, I would like to recite an Urdu couplet:

*"Mubarak ho khusiyan,  
Game dil ki duayen le lein,  
Bacha rakhi hain  
biharwasiyon ne  
ye duayen,  
Yeh Vapha pyar ka le lo"*

All the hon. Members have mentioned that Bihar has not got even a share of 5 per cent in the development work of railways after independence. In the meeting of the Advisory Committee, you just escape with these words that the Chief Ministers of Bihar and Uttar Pradesh have not agreed to the construction of Chhitauni railway bridge. Shrimati Gandhi had laid the foundation stone of this railway bridge in the year 1974. Now it is your responsibility to get the bridge constructed. The marble stones, which were laid there, are still lying in desolate and the other material supplied for the purpose has been diverted to some other place.

Mr. Mahabir Babu knows it very well that there is acute shortage of trains between Chhapra and Devaria. I had demanded the conversion of narrow-gauge line between

Gorakhpur and Chhapra Via Gopalganj into a broad-gauge line. I agree that you have the scarcity of funds. Earlier 11 per cent of allocations was provided for the railways which has now been reduced to 6.9 per cent in the Seventh Five Year Plan. Whenever, Shri Mahabir Babu goes on a visit to Gorakhpur, people ask him as to what he had done for that area in the capacity of a Minister. he gives a reply to every question. Yesterday, when the hon. Minister was speaking here, some hon. Members had requested him to speak in simple Hindi. So often, we accompany Shri Mahabir Babu on his visit to Gorakhpur where we find that he has no reply to the questions of the people.

Electrification of several railway lines has been undertaken by the railways I would like to request the hon. Minister to provide us with at least some share of it.

At least, the rail section between Lucknow and Gorakhpur and that between Gorakhpur and Chhapra Sonpur should be electrified but no such provision for this purpose has been made in this Budget. Provision has been made for Bhatni - Banaras section but I want to know the exact time of the completion of the scheme. Although earth work and bridge work had been completed, but nothing was done about the track. Similarly, I demand that the radical changes would have been felt if Bhatni and Thane had been connected particularly with Gopalganj and Thane with Kosi Nagar.

Mr. Deputy Speaker, Sir, I would like to take one or two minute more than the time allotted to me to speak.

[Shri Kali Prasad Pandey]

My point is that a number of facilities have been provided to passengers by the railways but its utility will be there only when Shri Mahabir Babu makes this announcement that the A.C. coach attached to the Vaishali Express will not be disconnected at Gorakhpur and trains running from this region will not be held up in Gorakhpur. As a Minister, you belong not only to Gorakhpur but to the entire country. If every train is extended up to Sonpur and Chhapra-Barauni, it will be welcomed by all the people of Bihar. Today, it is the basic necessity of the day. Some people have alleged that Mr. Scindia did a lot for Madhya Pradesh but in my view, he has not done anything wrong in it. You might have seen that the Late Railway Minister, Shri L.N. Mishra also did a lot for Bihar but I want to know from you as to what you have done for Gorakhpur as a Minister. I have got a right on you, that is why I have been saying it. Although, the scheme of doubling the rail track has been taken up but in fact what measures have been taken in this regard. An announcement was made in the meeting of the Railway Consultative Committee that Gopalganj station will be declared a model station but its present condition is even worse than a scrap shop whereas Gopalganj is the district headquarter.

I would like to thank Shri Scindia for the efforts he has made during the last one year. If he is really interested in reforms, if he wants to see and that every officer should do his duty peacefully, then first of all he

should make changes in vigilance department. Those vigilance inspectors, who have their house in the region of Eastern Railways should be transferred therefrom. They are a problem for the station masters. I had made a similar request regarding the Siwana incident, but who will enquire into the matter. It is the vigilance officers who will conduct the enquiry into the matter. With these words, I demand that Gorakhpur-Chhapra narrow gauge line should be converted into broad gauge line. you should take immediate steps to provide a rail link between Bhatni-Benaras which are pilgrimage centres. Markets should be constructed on the vacant land of Railway Department so that the Department may have some earning from the vacant land. A factory should be set up at Muzaffarpur where 25 acres of Railway land is lying vacant.

Mr. Deputy Speaker, Sir, I thank you for the time given to me to speak. I thank the hon. Minister also.

[English]

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): There are many hon. Members who want to participate in this debate. Therefore, I suggest that we may dispense with the lunch hour and continue discussion on this debate.

MANY HON. MEMBERS: Yes, Sir.

MR. DEPUTY SPEAKER: There will be no lunch hour today.

[Translation]

**\*SHRIMATI KESHARBAI KSHEERSAGAR (Beed).** Mr. Deputy Speaker Sir, I rise to support the railway budget presented by Hon. Railway Minister for the year, 1989-90. Communication is the backbone of the development of economy of the country. It leads to growth of industry and agriculture and contributes to the revenue of the Government. I would like to congratulate the Hon. Minister for formulating the railway budget keeping in view the interests of the common man and weaker sections of our society. One of the significant features of the budget is that there is no increase whatsoever in the passenger fares. The Hon. Minister deserves to be congratulated on that account. Some of the major highlights of the budget are concession of 25% in the second class fares for old persons of 65 years travelling the distance of 500 Kms. I request that instead of 25% concession 50% concession should be given to the old persons. I also request that the limit of 500 Kms. should be reduced to 250 Kms. We find that many young persons neglect their own parents and do not take them with them while they are attending a marriage or visiting a centre of pilgrims. I thank the Government for coming to the rescue of the old persons and giving them this facility. I request that this facility should also be extended to the wives of the old persons even though their age is not 65. This will help the old persons to travel alongwith their wives.

I thank the Hon. minister for extending the concession of 50% in second class fares to the Arjuna and Dronacharya award winners and war widows. There is also no increase in the rates of seasoned tickets. Certain essential goods like salt, vegetables, fertilizers and edible oils have been exempted from the increase in freight charges. I congratulate the Hon. Railway Minister for giving this concession.

Now I would like to speak a word about my constituency. Sir, as you are aware Beed is the most backward district of Maharashtra. Every year 3 to 4 crores of people from this district go to other places in search of employment. Ahmednagar-Beed-Parali line has already been surveyed. I request you to allocate 5 crores of rupees in this budget and start the work of constructing this railway line.

The railway station at Parali does not have an overbridge. As a result many accidents take place at the level crossing. In Parali there is Thermal Power Station and as such there is lot of rush on this railway station. I request you to construct the overbridge at Parali railway station in order to avoid frequent accidents.

Parali and Aurangabad have already been declared as model railway stations. But so far the work of conversion of these railway stations into model railway stations has not started there. Parali is one of the most important place of Jyotirlinga. Thousands of pilgrims visit there every year. Similarly near Aurangabad the world famous

[Shrimati Kesharbai Ksheersagar]

sculptures of Ajanta and Ellora are situated. Lakhs of tourists visit this place. Presently both the railway stations are old and do not provide any amenities to passengers. It is, therefore, necessary to develop these railway stations into model railway stations at the earliest. I therefore request the Hon. Railway Minister to take necessary steps for developing these stations into model railway stations.

13.00 hrs.

The question of laying broad gauge lines in Marathwada is pending for the last ten years mainly due to inadequate budgetary allocations. I request the Hon. Minister to allocate at least ten crores of rupees and start the work of broad gauge line i.e. Aurangabad-Parali line. As the budgetary allocation is very poor the work is not progressing, I request you to allocate at least 25 crores of rupees and start construction work of Aurangabad-Beed-Parali-Adilabad railway line. Similarly I request the Hon. Minister to take up Miraj-Kurduwadi-Latur railway line for construction by allocating at least one crore rupees initially. Due to inadequate allocation there is no progress of work on this line. Parbhani-Poorna-Mudkhed line has been given only one thousand rupees in this budget. This is too meagre an allocation. I request the Hon. Minister to allocate at least one crore rupees and start the work. Jalana-Buldhana railway line has already been surveyed but due to very poor budgetary allocation the work has not started. I request the

Hon. Railway Minister to allocate one crore rupees and start the work. I request that at least five crores of rupees should be allocated for Ahmednagar-Beed-Parali railway line.

Now I would like to say a word about passenger amenities. It is found that second class bogies are very unclean and do not have drinking water and other facilities. Good hygienic conditions in the bogies is very essential, otherwise it will affect the health of the passengers. I request the Hon. Minister to take measures for maintaining better cleanliness in the bogies. Similarly electric fans and lights should be provided in all the bogies and repaired immediately if they go out of order.

Food, clothing and shelter are the basic requirements of a common man. The increase in freight charges in respect of textiles will certainly lead to an increase in prices of cotton cloth. I request you to reduce the hike in freight charges by 5%. Similarly increase in freight charges in respect of kerosene and construction material which is required by common man should be withdrawn. Otherwise this will lead to increase in prices and hit the life of common man. Therefore the freight hike in respect of these commodities should be withdrawn. In the end I would again like to request to allocate more funds for Ahmednagar-Parali broadgauge line. With these words I support the railway budget for this year and conclude my speech.

SHRI BALASAHEB VIKHE PATIL  
(Kopergaon): Mr. Deputy Speaker,

Sir I thank you for the time given to me to express my views.

I thank the hon. Minister for not effecting any increase in the railway fares even though they are not getting money for development works from other sources. As regards amenities provided by the Railways, there has been a considerable improvement. Arrangements for water, tea and coffee have been made now at the stations. Authorities are now very much particular about the cleanliness at the stations. This year surplus Budget have been presented. This is also a welcome measure. But I would like to submit that there should be large scale expansion of railway lines. Before independence the total length of the rails in the country was 52 thousand kilometres and after 40 years of independence, expansion has been only by 8,000 kilometres. It is a basic thing for the infra-structure. The expansion of railway lines creates more employment and helps in the industrial development of the country. I request him to provide more facilities and incentives to the industry. More funds should be sought from the Planning Commission for expansion of railway network. Besides, I would suggest that when more funds are needed from the N.R.Is., I think some private sector should be handed over to NRI. They should work for the expansion of the railways and run them on commercial lines. Without funds, nothing can be done in this field. Due to expansion of railway, where infra-structure facilities are available and industries have been developed the Government should levy cess on such industries and the funds thus collected should be spent

on laying of new railway lines in backward areas. In 40 years we have extended the railway track by only 8,000 kilometres which is not a remarkable achievement. Everyone wants that there should be a railway line in his region.

It is alright that we have made some progress in safety measures, but I would like to say that refresher courses should be introduced for drivers, cleaners and subordinate staff working under the station masters, because most of the accidents have taken place due to the negligence of the railway staff. There should be some more reforms, improvements in the safety measures.

The other thing I would like to submit is that there are no bridges at many places on the railway crossings. As regards bridges on such crossings many cases of Maharashtra state are pending with you. On some crossings, there are no gates. At least gates should be provided on these crossings and they should be manned, otherwise, accidents will continue to take place. Please pay attention to this matter.

The Government gives priority to electrification, irrigation and unemployment, i.e., to rural development. The same way, railways should be given more support and high priority in the central Budget so that railway department could undertake expansion programmes. Dividend of railways goes to the central exchequer, this money should be utilised for the expansion works in the railways. Regarding expansion, I would like to suggest that the State Governments, which are interested in

[Shri Balasaheb Vikhe Patil]

expansion of railway network in their respective states, should be asked to float bonds or debentures and the funds collected this way may be incurred by the State Government on expansion of railway network in their States. Maharashtra state is demanding it for the last one year. You agree to it in principle, but have not given your approval to this proposal. The states interested in railway network expansion should be given permission for exploiting the market borrowings. States should float Vikas Vistar Patras on the lines of Vikas Patras and the funds collected this way should be invested on the railway network expansion programme. There is no need to think whether the money is white or black and where from it has been available. Besides expansion of Railways, there will be collection of funds on Rail Patras which can be utilised in further expansion of railway network. Due to the lack of time, I will not go into details.

Big incentives are given for setting up industries in backward areas. But after some years these industries go in deficit. Nobody is interested in knowing the reasons as to why these industries have gone into deficit. Like the public sector undertakings Railway Department should also be provided Budgetary support to enable them to undertake railway network expansion programme in the backward areas. This will result in industrial development of the backward areas. Infrastructure facilities are needed there for the industries. I would request the hon. Minister of Railways to implement the railway network expansion

programme in these regions. I would like to suggest that the persons living below the poverty line should also be given concession in the railway fares. 90 percent of the labourers living below the poverty line have to travel in trains in search of their jobs. These people will be having some sort of relief if some concessions are extended to them.

I am thankful to Sri Sindhia for opening three new stations in Ahmednagar district. I had requested him and written a letter. The proposal regarding Yewla-Kopargaon is pending with him. I hope that he will take action in this regard and if it is done, then there will be no trouble in that region.

There is a north-south link to Yewla from Mandad line. I am making a demand every year to double this line since it is an important line for defence. I think its priority has gone low. Besides, Belapur and Copargaon have developed as an industrial belt. Keeping this in view, the number of trains should be increased. There is a station Nimbelak near Ahmednagar. This station has been given for cargo transportation. There is a rule that within 15 to 20 kilometres, no cargo will be transported from another station. Nimbelak station, therefore, should be expanded for handling cargo and additional facilities should also be provided there. With the nominal expansion of Ahmednagar station; there is neither any relief to the passengers nor to the cargo traffic.

Karnataka Express is now a daily train. I have written to the hon. Minister and also mentioned in this

House that this train should be provided a halt at Belapur station. The reservation quota for the residents of this area should also be increased, because Pravranagar, situated beside it, has become a educational centre. Students from all over India come here for studies. They, their parents and guardians come to this station and they have to face a lot of difficulty because of the non availability of trains there. There are no facilities of hotels etc. as it is a small station. This also creates a lot of difficulty for the passengers. It is necessary that the trains should stop here at this station. I was told that the station does not have much load of traffic. If you ask the station master there, you will find that the students, their parents and relatives stay there for three-four days. I would request that it should be made a halt station for every train.

Earlier, there was a first class coach attached to the passenger train starting from here. This coach has been removed, God knows, on whose advice this has been done. Now, there are only one or two sleepers. The result is that M.L.As and MPs going to Bombay have to face a lot of difficulty because there is no first class coach attached to the train now. There are many industries and mills and small Taluka industries. From Ahmednagar, people have to go to Pune and Manmad. First class coach should be attached to this train so that the people living there may have some sort of relief.

I would like to submit one more thing. It is necessary to start a local train from Manmad to Ingatpuri

because the local passengers find it very difficult to travel by long distance trains. I had demanded it during the last Budget session also. A local train is running between Kasara-Mumbai. Nasik is a fast growing industrial city. It is necessary to start a sub urban train from Nasik, as a large number of people from Manmad and other nearby towns come to Nasik people will be greatly benefited by it.

Survey for laying a railway line from Ahmednagar to Pardi Najnath should be completed at the earliest. It is surrounded by hills. Progress of work is very good at Bamauri station. It should be started at the earliest action.

The conversion of metre gauge line Kurwari, Latur via Pindharpur into broad gauge line should be taken up immediately.

With these words, I thank you for the time given to me to speak.

**SHRI CHANDRA KISHORE PATHAK** (Saharsa): Mr. Deputy Speaker, Sir, I would like to thank Shri Scindia and his Deputy Minister for presenting a very good budget. There can not be a better budget than this one under present circumstances. On the one hand, in this Budget as a token of **concern** and respect, distinguished soldiers and the jawans, senior citizens and the sportspersons have been granted concessions in railway fares, while on the other hand, passenger fares have also not been increased. The unpleasant thing in this Budget is that these facilities should have been extended to **freedom fighters** also.

A number of people have cast aspersion on Shri Scindia by calling it a Madhya Pradesh Budget but this allegation is baseless. This a Budget

[Shri Chandra Kishore Pathak]

for the entire country as needs of every state have been taken care of and an attempt has been made to provide a line in almost every State.

The Indian railways enjoy second position in the world and top place in Asia. The rail network is spread over thousands of miles. A lot of work has been done during the stewardship of Shri Scindia and there were no strikes during his tenure. Revenue has gone up, transport output of freight rose by 29 percent and passenger kilometres by 19 per cent. The credit for all this goes to his efficient handling. Therefore, I once again thank him.

Shri Basudeb Acharya from the opposition was highly critical of the Budget and he also demanded provision of many facilities. He wanted the trains now run by steam engines to be hauled by diesel engines, those operated by diesel engines to be replaced by electric locomotives but he criticised the increase in freight charges. Does he want Shri Scindia to resort to foreign debt or sell his Jai Vilas Palace to provide funds for these facilities. If he takes loans from abroad, then too he will face criticism. In every developing country, there is increase in prices and this signifies development. Seeing the approach of Members of the Opposition, I am reminded of a saying which means that such a domestic servant is desired, who may borrow food etc. from the neighbourhood and never go home and remain in attendance at his master's place and make no

demands from him. They want that there should not be any increase in taxes and freight charges but all sorts of facilities should be provided. I have no hesitation to compare the Opposition leaders with the lamb, whom howsoever dearly you may treat, he will simply cry. They have developed a habit of opposing for the sake of opposition. I will suggest that if they made constructive criticism, it will improve their image. More attention should be paid towards providing facilities in the backward areas in comparison to already developed states. It will be better if attention is concentrated on comparatively more backward areas for two-three years in preference to the trains running from Bombay to Delhi, Delhi to Calcutta, Patna to Delhi, Delhi to Trivandrum and Trivandrum to Chochin. A body can be called healthy when all its organs are healthy and proportionately developed. Therefore, attention should be paid to the backward areas even by shelving developmental activities in already advanced areas for two-three years. I come from Saharsa (Bihar), which is a backward region. Ten kilometres long railway track in Saharsa was washed away by flood in Kosi river in 1937-38. As a result people of this area have to take a circuitous route of 250-300 kilometres passing through Headquarters of four districts to reach Nirmali Block Headquarter. I have been constantly drawing the attention of Government for several years to the need of relaying this line. A survey for Hasanpur-Sakri line has already been made long back but work on it has not been started so far. Our area is served by metre gauge line. It takes 18 hours to



reach Patna, which is 250 kilometres away from our district headquarters. You have provided a new train from Delhi to Katihar. Instead, if the railway line between Mansi and Forbesganj could be converted into broad gauge, the people of the area would have been greatly benefited. With these words, I conclude.

[English]

**SHRI-PIYUS-TIRAKY(Alipurduars):** Mr. Deputy Speaker, Sir, because the time is short I would like to draw the attention of the hon. Minister to the increase in freight rates which is 11 per cent. He has taken the view that due to deteriorating condition of the national economy and also due to other factors he has increased the freight rates. Due to fear of public criticism, he has not increased the passenger fares. So, he has silently increased it by blaming the financial condition and other things.

I would also mention here that there is no new proposal for the Eastern Region. It is very much neglected. Do you know the importance of the Eastern Zone? It is far from Delhi. The Eastern Zone is surrounded by the borders of various countries, for example, Bhutan, Bangladesh, China and even Burma also.

This is an important part of the country and much more attention should be paid to this zone. There is no scheme in the proposal for electrification or doubling of the lines or conversion of gauge.

Fifteen new trains have been given. In comparison to other zones, it is a very good zone, profitable zone, but this has always been neglected by the Government. When the Minister was kind enough to give

15 new trains, why should he not consider giving two more trains for the eastern zone. I demand that there must be one direct long-distance train from Dibrugarh to Bombay via Katihar-Ranchi-Sambhalpur-Nagpur-Bombay. This is a long-standing demand and the Minister should consider about it, because it is very important to connect eastern zone with the rest of India and Bombay. There is also a demand for one new train originating from Alipurduar-Cooch-Bihar to Sealadh. This is also a very pressing demand and the Ministry should sincerely consider it. They should restore the Jainty-Cooch-Bihar train to facilitate carrying dolomite and forest products to different places. They should also construct an up-to-date store house at Alipurduar Junction or New Alipurduar to facilitate planters to move their tea chests to different places, which are being moved on road because they have lost their faith in railway for timely delivery, security and damage of their precious goods earning crores of foreign exchange for the development of the nation. The railways can earn much more money if they try to get orders from the planters to carry their tea chests. It is proposed that 575 second class sleeper coaches will be added to the fleet. I apprehend, instead of adding some coaches to this zone, it should not be subtracted from this zone to have addition in other zones; because we are always getting bogies which are outdated; that is why the train is also not coming in time and the condition of the track is also not good; the station is also not being properly maintained; there is no amenity at all. We are not getting

[Shri Piyus Tiraky]

drinking water at the station. The condition of the platform is not good. There is no proper waiting room and the furniture provided is also not good. What to speak of updating it, it is shameful.

You have already promised that second class passengers will be provided cushion chairs. Perhaps we have to wait for another 100 years to have them on the NF Railway. There is no such proposal in this year's budget.

There are so many casual labourers on the NF Railway. A promise was made that these casual labourers will be employed as full time workers. Twenty-thirty years have passed but no such consideration has been given to their plight; they are still casual labourers and are not getting work throughout the year. Even appointments on compassionate ground are being denied. The vacancies created by natural death or death in harness are not being filled up and in many cases, on the contrary, the posts are being abolished. So, the unemployment problem is increasing in the railways.

There is no mention about the amenities to be given to the railway employees and the quarters to be given to them. Some of them even retire without getting quarters and they are put to a great loss. The Railways should at least see that the railway employees are provided quarters for five or ten years and all other amenities should be provided to them. Otherwise, what for are they working for the Railways? Naturally any employee who works for a long time should be given some benefit.

They have to live as human beings and for that they should be provided quarters.

So, once again I say that it is shameful and it is also very wasteful that the North-East Frontier Railway, in spite of the unanimous demands made by the Members from this side no attention has been paid. I request the hon. Minister to see that some railway lines are also given to that zone in comparison to the other zones.

[Translation]

**SHRI SALAHUDDIN(Godda):** Hon.Mr. Deputy Speaker, Sir, I rise to support and welcome the Railway Budget for 1989-90. I will like to avail this opportunity to congratulate the Ministry of Railways and I hope that the railway budget presented to us has created a new hope in the minds of people of the entire country, who realise that Indian Railways have made radical progress and development. I would go the extent of saying that the common man holds the view that the railways are the unquestioned fore-runner on the road to progress. We had to face numerous difficulties, there were floods in the N.E. region recently, and some areas were affected by drought but the railways worked on war-footing to rush relief and supplies to the affected people and worked round the clock to restore the lines washed away by floods.

Due to paucity of time I am in a fix as to decide in favour of expressing my views in general on the railway budget or confine myself to drawing attention of the hon. Minister to the problems of my region. As regards electrification in the railways, we have been able to achieve electrification upto 13 percent only

even after 40 years of independence. I concede that we are quite slow in the matter of laying new railway lines.

I want to specially thank the Ministry of Railways for undertaking renewal of railway track along with the electrification.

We had to face several problems in Bihar and it did not get its due share in the development of railway facilities as well. Today Bihar has a railway track of 5,305 route kilometres. If viewed in the context of the national average, it cannot be termed to be low but when we compare it keeping in view the geographical conditions and population of Bihar—the Ganges divides Bihar into North and South—the route kilometre is definitely quite low. Therefore, I think that it should be increased. As regards filling up the reservation quota of S.C. and S.T., I take pride in saying that the railways is the only institution which has implemented the reservation policy in its entirety. I think that 18.61 per cent employees in the railways belong to Scheduled Castes and 5.24 per cent reservation has been provided to Scheduled Tribes. The other ministries should learn a lesson from the Ministry of Railways and follow its example in implementing the reservation policy.

As far as employment is concerned, 16,11,486 persons were employed in the railways in 1987. Now their number has gone up to 16,17,613 registering an increase of 6,127. The number of labourers working in workshops and the newly recruited persons are also included in this figure.

I do not want to take much time of the House but will conclude my speech after referring to the problems of my region. For the past three years I have a demand in respect of Santhal Pargana which is the most backward area of Bihar and is inhabited by Santhals, as denoted by its very name, but till this day its divisional headquarters Dumka has not been linked with a railway line. I, therefore, demand to consider it sincerely.

We can make use of N.T.P.C. rail line from Lal Bhatia to Farakka but our purpose will be served if it is extended up to Godda. We can use that line if a settlement is arrived at with the N.T.P.C. This is my suggestion and I think that the railway ministry will certainly consider it.

There was a steam engine loco shed in my area, which has been closed down. I want that a diesel loco shed be built there so that this backward area is able to recover from the political set back suffered by us.

Before concluding I would like to request you to give preference to local people in employment in Madhupura-Jagdishpur Sleeper Factory. At present people from outside are being appointed there. I represent the area and therefore want that only local people should be employed there.

\*SHRI V. KRISHNA RAO (Chikballapur): Mr. Deputy Speaker, Sir, I whole heartedly welcome the Railway Budget for the year 1989-90. As many of my colleagues have already expressed there is no increase in the passenger fare. In

[Shri V. Krishna Raol

addition to this, liberal concessions have been given to old-age persons, sports-men, Arjuna award winners and many others. I urge upon the Hon'ble Minister to extend the concession to the wives of old-age persons also.

I do not want to compare our railway system with that of Japan or other countries. I only plead that at least the minimum amenities should be provided to our passengers.

The food that is provided in the train is not at all good. The drinking water facility is also not satisfactory. Most of the compartments are unclean. I request the Hon'ble Minister to look into these basic problems and to help the rail passengers with basic facilities.

South India, especially, Karnataka has been neglected by the Railway Ministry. Now new railway lines have been sanctioned. In the budget there is no scope for electrification of any line. No new railway development work has been taken up in Karnataka. Infact, the long pending work have not been completed inspite of our repeated requests to the Hon'ble Minister.

The railway line between Bangalore and Hyderabad is the most important and high density route. Both the cities are fast growing and any delay in the conversion of this line would lead to many complications. Now Karnataka Express which runs between New Delhi and Bangalore goes round about via Guntakal, Vadi covering a very long distance. If it runs via Karnool a distance of about 250 Kms can be reduced.

The conversion of Mysore-Bangalore metre gauge is still a dream. Infact this conversion should have been completed by 1978 according to the earlier estimate. An amount of 17 crores has been allocated in the current budget and it may take another six years for its completion. Hence it is very essential for enhancing the allocation for this conversion work.

The conversion of Bangalore-Miraj line is also pending for a long time. This is a link line between South India and North India. Therefore, it has to be completed at the earliest.

No progress has been made with regard to the railway lines between Chitradurg and Rayadurga and Chamarajanagar and Satyaman-galam.

There is a primitive narrow gauge railway line in my constituency. This line is between Bangalore and Jolarpet via Chikkaballapura. The train which runs on this line is like a toy. It is useful for the children to sit in it and to play. Only those who do not have any work can travel by this train. Huge quantity of potato is grown in my constituency and it has to be sent to various parts of the country and to Rangoon and other foreign countries. Everyday the farmers need hundreds of wagons. At present they are incurring a loss of lakhs and lakhs of rupees everyday. I, therefore urge upon the Hon'ble Minister to look into this matter seriously and to complete the conversion from narrow gauge to broad gauge immediately.

K.G.F. - Bangarpet line should also be converted into broadgauge. There is no direct train between Bangalore and Calcutta. The people

of Karnataka have to go to Madras and then catch another train for Calcutta. Hence a direct train between Bangalore and Calcutta should be introduced with immediate effect. One direct train should be introduced between Bangalore and Varanasi as thousands of Kannadigas want to visit the holy shrine everyday.

There is a great demand for double engine in the Udyan Express which runs between Bangalore and Bombay. We have to reserve the tickets at least two months in advance to ensure our journey by Udyan Express.

Doubling of the line between Kuppam and Whitefield should be completed very soon. Similarly electrification of the line between Bangalore and Jolarpet has to be completed as early as possible.

Previously there used to be a General Manager in Bangalore. But now, only a Chief Engineer is there. I request the Hon'ble Minister to post a General Manager to Bangalore.

It is unfortunate that our state has been divided and each part is merged with different railway Zones. A portion is with South East Zone and another portion is with the South Central Zone. Hence, I demand that South Western Railway Zone should be set up in Bangalore. At present the Kannadigas are not getting even Class IV posts. Most of the people in the State are agitated on this issue and hence the setting up of South Western Railway Zone in Bangalore is very urgent.

Sir, I welcome the railway budget

once again and I thank you for giving me this opportunity to speak and with these words I conclude my speech.

[English]

SHRI ASHOK SHANKARRAO CHAVAN (Nanded): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. There has been an overall satisfaction among the common people that there has been no increase in the passenger fares this year and also the essential commodities and things of daily use and consumption are exempted from the freight increase of eleven per cent. The Railways have kept up their reputation of giving a good performance. They have maintained their reputation as the world leader in freight capacity utilisation. The performance of RITES particularly has been very excellent. Because of its high reputation, it has been able to secure international contracts, in spite of the stiffer competition it was facing.

I would like to point out the problems of Marathwada region in particular. Our region comprises of Aurangabad, Parbhani, Jalna, Nanded, Beed and Osmanabad, Latur districts. I would like to mention that till today we have no highways in our entire region. Only a small part of the highway passes through some portion of Osmanabad. At the same time, the railway line which was laid during the time of Nizam, passes from Manmad, Aurangabad, Jalna Parbhani and Nanded up to Secunderabad. This line was laid during Nizam's time and till today there has been no particular improvement in the entire region. As

[Shri Ashok Shankarrao Chavan]

a result of this metre gauge line, the industrial development is also very slow. There is transshipment of goods at Manmad. At the same time, it is a pitiable sight to see people from Bombay going towards Marathwada or people from Marathwada going towards Bombay at 12 o'clock in the mid-night, they have to change the train and catch the upward going train towards Marathwada or towards Bombay. It is really a pitiable sight at 12 o'clock in the mid-night. People have to run to get some reservation. When the trains are delayed due to some reason or the other, then the passengers are stranded for hours together without any proper onward confirmation of seats.

The socio-economic survey which was conducted some years back had revealed that there is about fifteen per cent difference in the returns earned by the agriculturists of Marathwada for their goods which they are sending to Bombay and other metropolitan cities because of the transshipment of goods which has to take place at Manmad and other places. Moreover, these goods are of perishable nature. Therefore, I would say that this gauge conversion of Marathwada region is very essential so that this area is opened up for development in future.

I would thank Madhavrao Ji for giving some attention to this line. During the past two-three years, some important decisions have been taken.

It is like Nanded-Manmad Express train which has just been inaugurated. At the same time, improvement of some stations in the

region has also taken place to some extent, a railway division has been sanctioned at Nanded. A joint meeting of the Railway Minister, Planning Minister, the Finance Minister and the Chief Minister of Maharashtra took place recently on the question of permitting the Government of Maharashtra for raising debentures. I do not know whether that has been accepted in principle or not. But I hope, in the final reply to be given by the hon. Railway Minister, we would get some information as to how they are going to work on this question of raising debentures. You will find that work on this line, Manmad-Aurangabad-Parbhani-Parli-Vaijnath which is 354 kms., and Parbhani-Purna-Mudkhed-Adilabad has been very slow. The total cost of the entire line from Manmad-Aurangabad-Parbhani-Parli-Vaijnath, Parbhani-Purna-Mudkhed-Adilabad, Adilabad-Pimpalkhutti, as on today is Rs. 264 crores. The allocation this year has been Rs. 15 crores for the line Manmad to Parli-Vaijnath and for the line Parbhani-Adilabad, merely a token grant of Rs. 1,000 has been provided. For the line Adilabad-Pimpalkhutti, Rs. 5 crores has been allocated. The total amount comes to Rs. 20 crores plus Rs. 1,000 as a token grant. At this rate, it will be very difficult to complete the entire line. I understand, there is constraint of resources. I also fully understand that unless money is made available, it may not be possible to complete the line immediately. At this rate of giving Rs. 15 crores or Rs. 10 crores every year, the cost of the entire project may escalate further. Already the cost of the project has gone up to Rs. 264 crores today. The good

solution of the entire problem is to allow the State Government to raise debentures, whereby the entire amount can be raised and a time-bound programme is required to be made wherein there should be firm commitment to the entire people of the region that this work will be completed within so much time and, so much amount will be allotted. This can be only possible, if debentures are allowed to be raised.

One more reason why this line should be completed or expedited is, at the moment, the coal required for Parli thermal power station and also for Nasik thermal power station is coming via Balharshah, Vikarabad and Parli. If broad-gauge line of Adilabad-Nanded-Parbhani-Parli is laid down at the earliest, nearly 50% of the distance will be saved. If the permission for raising debentures is allowed, I feel, Maharashtra State Electricity Board can also participate on the cost-sharing formula because the State Electricity Board is also going to benefit from this. So, the State Government and the Central Government participation will be very useful. I feel, this is the only way by which the entire amount required for the line can be raised. Another thing which I would like to mention is, you have introduced new train between Nizamabad and Secunderabad. I would request that this train can be extended to Nanded which is only 1½ hours journey from Nizamabad. Nanded being a border district of Maharashtra, the people of this region can also go towards Hyderabad, if the train is extended up to Nanded.

**14.00 hrs.**

The Minister has also sanctioned a Division Office at Nanded and some

land acquisition of 200 acres is under the process. I would request that an amount of Rs. 45 lakhs to Rs. 50 lakhs more may be allotted because according to the valuation which is worked out by the Collectorate and the railway authorities, about Rs. 50 lakhs more will be required to acquire the entire land of 200 acres. I would request that the required money is sanctioned so that the land acquisition can take place and the construction of first phase of the Division Office at Nanded may commence.

The other point on which some attention has to be given is that the coaches on the South Central Railway in the Marathwada region are very old. They need to be replaced and provided with cushion. Even every old bogies are given to this part of Maharashtra. Good bogies are diverted towards other parts of Andhra Pradesh.

I would request that these bogies meant for our region should be provided with proper cushions.

Majority of the people from Andhra Pradesh are recruited on this Section whereas the people from Maharashtra have not been given any opportunity to serve the railways. I would request that this may be taken into consideration.

The passengers travelling from Marathwada towards Bombay are provided accommodation on the double deckers of the Panchavati Express. I would suggest that the long distance passengers may be accommodated on single decker in the Panchavati Express.

At the same time, you will be surprised to note that there are no catering facilities on the line between

[Shri Ashok Shankarrao Chavan]

Manmad and Secunderabad metre gauge. I would request that at least some trains may be provided with catering facilities.

[Translation]

SHRI SULTAN SALAHUDDIN OWAISI (Hyderabad): Mr. Deputy Speaker, Sir, the Budget presented by the hon. Minister of Railways is an election Budget. He has achieved his motives by granting concessions to some sections of the people. Yesterday, the hon. Deputy Minister made use of such a chaste Hindi full of Sanskrit words in his speech that I could make nothing out of his speech. At this, I was reminded a couplet of Ghalib which reads as under:

*Kuchh na samjhe khuda  
kare koi  
Bak raha hun junoon mein  
kya kya,  
Kuchh na smajhe khuda  
kare koi.*

I left the House with the couplet at my lips. You might have appreciated the couplet referred to above.

As the time is short, I would concentrate myself on the issues related to Andhra Pradesh only. I would like to ask as to what has been given to Andhra Pradesh. A time schedule be fixed for completing the construction work of over-bridge in Hyderabad city. By when the work is likely to be completed? Will it be completed by 1990-1995? People in that area have been facing much inconvenience due to projects which have been undertaken by the Government. An over-bridge is quite essential for a big city like

Hyderabad but the Government is not paying any heed to it. Before starting construction of the over-bridge at the proposed site, the Government should have satisfied itself about the possibility of getting land there. Traffic gets jammed for hours together in Bakharabad, due to which a lot of inconvenience is caused to the people. As soon as the construction was started, the local residents filed a suit in the High Court against the construction of the over-bridge. The case has been pending in the court for the last three years and possibility of its early settlement appears to be very bleak. As a result of which people are suffering. What does your Railway Department do? The people living in the vicinity of Namapalli station who constitute about 75 per cent of the total population of the city have to go to Sikandraabad to catch trains for Delhi and Bombay because the trains start from there as no ticket is issued at Namapalli station for those trains. The quota for Sikandraabad is much more as compared to the quota for Namapalli station which caters to the need of 75 per cent of the population of the city. So quota for this station should be increased. People are put to much inconvenience due to heavy traffic. What is their fault for which they are being subjected to such an atrocity.

The condition of railway tracks are so miserable that when trains catch speed, the passengers go on oscillating as if a dancing girl is dancing by giving twist to her waist.

Similarly, very uncomfortable coaches are made these days. Coaches made during the days of



Nizam were quite comfortable. The lavatories provided in the compartments are so short of space that one can not sit conveniently. The walls of lavatory touch the body of the users. Water taps are so tight fitted that one requires to apply a wrestler force to turn the tap on to get water from it. Such trivial matters cause much inconvenience to the passengers. Water leaks from the sewer pipes fitted in toilets, as result of which clothes of passengers using bath room get soaked. Upper sleeping berths are the habitat of insects, whose bite marks can be seen at my forehead which I consider to be a gift of Railways given to me.

The hon. Minister cannot set such things right because he travels by aeroplanes instead of trains. *(Interruptions)* Had he travelled by trains he could have known the people's difficulties. One or two trips are too suffice to understand the problems faced by the public. Had he travelled by trains all the time, he could have known the problems. Water is not available in the compartments and cleanliness is not observed. Coaches in which Ministers travel have special facilities which are not available in the ordinary coaches. This is not a good thing. You can well imagine the agony of the general public.

14.08 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

The hon. Minister is requested to pay attention to the above points. You have rung the bell in the same manner as it is rung in the trains. However, I am grateful to you for giving me an opportunity to speak. These problems will be solved only if

the Government pay adequate attention towards them.

SHRIMATI USHA RANI TOMAR (Aligarh): Mr. Chairman, Sir I congratulate Shri Scindia and the employees of Railways on their achievements in Railways and lend my support to the Budget presented by him. Besides, accelerating the speed of trains, many other works have been accomplished.

Sir, Aligarh is a prominent place due to Aligarh Muslim University where students not only from all corners of the country but abroad also study. It is also famous for lock manufacturing industry. In this Budget, due attention has not been given to Aligarh. While congratulating the hon. Minister for his good budget, I would like to make a few complaints with regard to my constituency for his kind consideration.

Sir, there is much resentment over the changes made in the Railway's time table of trains passing through Uttar Pradesh Railways facilities for Aligarh have almost been reduced to nil due to changes affected in train timings and withdrawal of stoppage of trains at Aligarh Jn. Aligarh Jn. occupies second position in Allahabad Zone, just next to Kanpur from where on an average 14 to 15 thousand passengers use train facilities, whereas this corresponding figure for Aligarh is about 12-13 thousand passengers. Delhi-Howrah line has been totally neglected during the last three years. Many old trains such as Assam Mail, etc. have been cancelled and a new train by the name of North Eastern Express has been introduced at its place which stops at Tundla and Etawah but

[Shrimati Usha Rani Tomar]

does not stop at Aligarh Jn. despite the fact that Aligarh Jn. occupies second position with traffic point of view in Allahabad Zone.

Another train running between Amritsar and Tatanagar was very useful for the passengers travelling between Kanpur and Delhi. Aligarh has been deprived of all the facilities due to the changes introduced in the Railway Time Table with effect from 1st November. Previously there was two important trains for Aligarh. The timings of Neelachal Express and Puri Express which used to leave New Delhi in the morning were very suitable for going to Kanpur in the morning and coming to Aligarh from Lucknow and Kanpur in the evening. As a result of changes effected in the timings of these trains, these trains have become redundant for Aligarh as both of them now cross Aligarh at night. Sir, no train going towards Kanpur is now available during day time by which one could go to Aligarh. There is restriction of distance in Kalka Mail which leaves Delhi at 8 AM. So passengers of Aligarh cannot travel by it. Commuters of Aligarh to Delhi, specially those who have to attend offices in time, face a lot of difficulties. Majority of the commuters belongs to the poor section of the society, there is a network of railway lines all over the country, on the contrary except one or two trains, there is restriction of distance for Aligarh in almost all the trains. This deprives the people to travel by those trains. So I would urge upon the hon. Minister to pay attention to the problems faced by the people of Aligarh. North Eastern Express which

leaves New Delhi in the morning should be provided stoppage at Aligarh. Similarly Saryu-Yamuna Express should also be provided stoppage there and the quota of berths in trains for Aligarh are also required to be increased. Restriction of distance in Vaishali Express and Tinsukia Express for Aligarh should also be lifted. Besides, Super charges levied in these trains for Aligarh be withdrawn.

Similarly, there has been a long standing demand for a bridge on Ramghat road in Aligarh where an unmanned railway crossing has been provided. Often, one or two accidents occur daily there and the hon. Minister is also aware of this fact. That level crossing happens to be on the way of a college, from where a large number of students have to cross the road daily. This is a common thoroughfare. I, on behalf of the local people, make an appeal to the hon. Minister to issue necessary instruction for construction of the said bridge immediately. I would also like to urge upon him to pay attention to these demands in order to provide relief to the local residents.

With these words, I once again thank for the Railway Budget, I express my support for it and hope that due consideration would be given to the demands made by me.

SHRI JAGANNATH CHOUDHARY (Ballia): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on Railway Budget. I express my special gratitude to Shri Rajiv Gandhi who has directed to link Ballia with broad gauge line which will go a long way in eliminating poverty from eastern

part of Uttar Pradesh. It would positively help to eliminate poverty in that region.

Many times Shri Rajiv Gandhi has said in his speeches that he is making all out efforts to remove poverty from the eastern region of Uttar Pradesh. I have been reminding the Hon. Prime Minister about it for the last four years. Effective steps should be taken to remove poverty from the eastern region of Uttar Pradesh. When he asked for my suggestions, I suggested that Aunrihar, Ghazipur, Ballia and Chapra should be linked with broad gauge line. In this way, these districts will prosper as industries will be set up and educated people will get jobs. Scattered labourers of these districts will come back and get the opportunity to work. I am happy that the Hon. Prime Minister and the hon. Minister of Railways have sanctioned the line and an allocation of Rs. 85.15 crores has been made in this Budget. I extend my hearty congratulations to them. The sooner the work on the proposed railway line is completed, the speedier will be the pace of development in the eastern districts of State. The development will be slow in these districts if less funds are given as has been the case of Varanasi-Bhatni line. I have full confidence in the Hon. Prime Minister that he will get this broad gauge line laid by providing maximum funds so as to remove the poverty of the eastern region. Ballia, which is situated on the eastern border of Uttar Pradesh, is a small and economically weak district, but from political point of view, it occupies top place in the country.

Ballia occupies first position even in the war of independence, as it achieved independence in 1942 even before the independence of the country when the brave man of Ballia, Chittu Pandey became the Collector. But it is regretful that no attention has been paid to the development of Ballia even after forty years of independence. It is heartening to note that the Hon. Prime Minister has accepted my request and given thought to the development of eastern region. Ballia is the place of Saint Bhrigu and people from long distances come here for *darshna*. In the meeting of consultative committee, I requested the hon. Minister and other officials to modernise the Ballia station and to construct a retiring room having 20 beds so that people could stay there easily and have *darshna* of Bhriguji. Though, I was given assurance, but I find no progress in this regard till now. I would request Shri Mahabir Prasad to lay the foundation stone for the retiring room at the earliest and also issue orders for the modernisation of Ballia station. There is no progress in the construction work of over-bridge on the crossing to the West of Ballia Railway Station, for which an allocation of Rs. 5.5 crore was made in the last year's Budget. I request the hon. Minister to lay the foundation stone and get the over-bridge constructed at the earliest. So far as the Railway Budget is concerned, I know that Shri Scindia and Shri Mahabir Prasad have put in a lot of effort in this endeavour and they have so much attachment for the Ministry of Railways that they make every effort to provide all the facilities to the people and they have been

[Shri Jagannath Choudhary]

successful in their efforts too. There has been no agitations or strikes in the railways during this four year period. It shows that the hon. Minister of State for Railways and the Deputy Minister of Railways are so tactful in their dealings with the Railway Officials that there has been no strike or agitation, and their efforts have been praised by one and all. I urge that they should work more vigorously, so that the people could be further benefited and the performance of the railways further improved. There is a small place named Dal Chapra halt between Ballia and Chapra. A large number of people travel to Ballia and Chapra from there. It will be good if a station is provided at Dal Chapra. Similarly, there is a station named Suremanpur near Chapra. The old station was cut off due to the erosion in River Ghaghra. Now, a new station has been built southwards. That station can earn a huge revenue, even higher than Ghazipur, as there is always rush of passengers. That station should be modernised and proper arrangements for the stay of passengers at the station should be made. I do not want to take much of your time. I would like to congratulate the employees and officials of the Railways for their efforts in boosting the image of the Railways with the cooperation of hon. Ministers and hope that they will continue to work for the benefit of the people in future also. There are many employees in the railways who are working there for more than three years, but they have not been given regular appointment. I want the hon. Minister to give their cases sympathetic consideration and

regularise their services. This will boost their morale.

With these words, I congratulate the Hon. Prime Minister who has been instrumental in giving us a broad gauge line. Both the hon. Ministers also deserve congratulations. With the hope that the hon. Ministers will try to give maximum facilities to the people, I support the Railway Budget.

[English]

SHRI JAGANNATH PATTHAIK (Kalahandi): Sir, I rise to support the Railway Budget. At the outset let me congratulate the entire railway family for their glorious achievements in all fields of railways and especially in different public sectors under the railways. They have earned a good name and they have established goodwill in the international arena also. Railways is not only the greatest unifying factor of the country but also this is the national lifeline. This is the largest basic infrastructure for our developing country to provide a progressive economy. We should consider railways from that angle. I do not want to elaborate this point because many hon. Members from this side and even Prof. Dandavate, former Railway Minister has told vividly in their speeches. We fully share the view and this should be the view of the House that in case of Defence, consumer goods, coal, steel, etc. Railways are playing a vital role.

The Planning Commission should take care of all this. The entire House should urge upon the Planning Commission that railways should be allocated more funds.

While saying this, may I draw the attention of the Railways and the

Planning Commission that it is high time that they should take a positive view with regard to the basic concept of our socialist philosophy of which Pandit Nehru was the main advocate. The regional imbalance, both inter-State and intra-State, has to be removed. Without the removal of regional imbalance, our progress cannot be called a socialist progress and we cannot achieve the aim and ambition of providing maximum benefit to the poorest of the poor, which is the goal of our Gandhian economy. Keeping that in mind, Railways should also take care of this. While fixing the norms, the Planning Commission should give up all the restrictions and other criteria. They should be liberal with regard to the backward areas and strategic areas which are important from the Defence point of view. The Railway Reforms Committee has observed that the entire planning effort needs to be revamped and reorganised with an integrated approach in a systematic manner?

Now, I come to my State, Orissa. I am not speaking in this House out of any regional feelings. The main concept of our planning is to remove regional imbalance. Today, economically Orissa is a backward State. Although it is improving in spheres like industry and agriculture, yet the Railways have to give sufficient attention to this State. This State is rich in minerals, water resources, forests, iron ore, etc. Orissa would have played a vital role in the industrial and economic development of India apart from being self-sufficient. Proper attention should be given so that Orissa is able to advance economically. Then, Orissa will share the maximum

burden. It will help the country's economy to grow industrially.

Keeping this in view, the new areas for taking survey for railway lines are: Khurda-Bolangir, Ambaguda-Langigarh, Maikangari-Jeypore and Bonaigarh-Raipur. They are important for the development of the backward region and also for the national and State development.

You know that the Jakhpura-Banspani overbridge was sanctioned a decade ago but it is yet to be completed. Such is the condition of the second phase on the Daitari-Keongarh section.

You must be aware that now Hindi Corporation of South Korea are ready to enter into an agreement to take up the Paradip port. They will develop the port and in lieu of that, they will take 400 million tonnes of iron ore.

There is a long-standing demand for conversion of the narrow-gauge line into broad-gauge is on the Rupsa-Bangripasi and Naupada-Gunupur sections. That should be taken up.

Many over-bridges like Kesinga-Titilagarh and the repair of old bridges and improvement of the railway platforms and passenger amenities need proper attention.

There is strong anger and anguish among the people of Orissa keeping three or four aspects in view. You know that there is a long-standing demand. Orissa is in a very sensitive position. A new division taking Chakradharpur to Bilaspur should be created and important officers and headquarters of South-Eastern Zone should legitimately be in Orissa.

Many trains, which were plying from the British days, like the Janata

[Shri Jagannath Pattnaik]

Express, on the Puri-Asansol Puri-Tirupati and Jharsugoda-Titilagarh sections, have been withdrawn. These trains should be restored. We have discussed about this so many times. The railway Minister has also discussed with the MPs from Orissa.

The Chhatisgarh Link Express, which is the direct link to Delhi from the Chhatisgarh region, runs through the tribal and backward areas of Orissa like Bolangir, Koraput, Kalahandi, and Parvatipuram and Bobli in Andhra Pradesh. This train should be restored and its running should be improved. Jhasugoda-Titilagarh passenger train should be extended upto Rayagada and Hirakhand should be made superfast express.

Regarding land lease, Orissa Government has given to the Sulabha Sochalaya Municipality Rs. 2 lakhs. I request that the Minister should provide the land lease for the sake of public benefits and for passenger benefits. For Bokaro-Madras, pantry car and AC-2 tier should be attached. This should be given due consideration. Reservation should be made from Raipur for trains to Ahmedabad, Samath, Howrah, Bombay via Raipur so that people from the nearby stations like Kasinga, Titilagarh will feel no difficulty in reservation. I also request that Samaleshwari which is running from Sambalpur to Howrah to Calcutta should be extended to Rayagoda. One more bogie should be added so that six to seven districts will be benefited by this. We have also requested for a new train from Puri to Banaras via Chittorgarh

and Western Orissa so that religious minded people will have a direct link. Last year, when we were discussing with the Railway Minister, we have requested him that one overbridge should be constructed at Randia between Boudpur and Bhadrak. That should be given due priority. More funds should be allotted for the on-going project at Sambalpur so that the work will be completed on time and more funds should be allocated for the Sambalpur Division also.

At the end, the Railway Ministry should take proper care with regard to the present discontentments and anguish of the Orissa people for they are neglected. Today employment is a weak sector. So, people of Orissa and the youth of Orissa should be given due opportunity for employment. The Headquarters should be at Bhubaneshwar. All the withdrawn trains should be restored so that a feeling will generate in the hearts of the Orissa people that the Railways and the Union Government are giving due attention to their sentiments and the basic purpose of our socialist planning which is to eradicate regional imbalance will be possible. We can reach the 21st century with the promise that the poorest of poor will be given due opportunity.

SHRI CHARANJIT SINGH WALIA (Patiala): While going through the Railway Budget for this year, it seems that the Railway Minister was most concerned about his own State of Madhya Pradesh or to some selected parts of the country. While ignoring other parts of the country and in particular, I would point out that Punjab is always ingored and discriminated against whether it is

the starting of new trains or electrification of Railways or construction of new railway lines. Ever since independence of our country, very small number of mileage of Railways have been constructed in Punjab. No doubt this year, railway line has been constructed upto Govindwal Sahib but due to reasons best known to the Ministry or to the Railway Minister, Punjab is always ignored.

I would urge upon the Railway Minister that electrification of the railway line in Punjab from Delhi to Amritsar should be taken up and the Planning Minister and the Planning Commission should be impressed upon to agree to this. Ever since Chandigarh came up, it has been consistently urged that it should be brought on the main railway line, but that too has not been agreed.

As we have been pressing, Patiala is a very important city of Punjab. It has a university seat, DCW, corps headquarters of the Army, North Zone Cultural Centre, and National Institute of Sports. It has very important organization, it is an administrative, sports and academic centre of the State, but it has always been ignored so far as facilities with respect to new trains and construction of new lines is concerned.

We have been demanding that Patiala should be linked with Chandigarh via Rajpura and with Jakhai through Samana and Patrana. The development of this area depends upon these proposals. We have been demanding that some express mail train should be diverted through Patiala. The Railway Ministry was liberal enough, after a demand of about 40-50 years, Moori Express

was diverted via Patiala, Dhuri but due to one reason or the other, some pretext or the other, they cancelled and stopped this train via Patiala. Moori Express is now not running these days through Patiala on the pretext that there is no security for these trains, while on the same line from Ambala Cantt. to Bhatinda, the Chandigarh Express is going and from Madras Jammu Tawi Express is going on very those tracks. I do not see any reason why Moori Express train is not running through Patiala, Dhuri, Malerkotla etc.

Then, Jammu-Tawi Express train used to be a daily train from Madras to Jammu Tawi via Sunam, Sangrur and Dhuri, but it was altogether stopped. On the persistent demand and agitation of the area, it was restarted, but it now runs thrice or four times a week. It is my request that it should run daily on this line.

Then, the Ambala Bhatinda branch line is almost ignored. I request that some important trains like Shan-e-Punjab should stop at Rajpura. Rajpura caters to all the area up to Patiala and Bhatinda.

Some important trains like Delux and Shan-e-Punjab must stop at Rajpura so that the public should have the convenience of boarding these trains.

The Railway Minister has announced a concession for the aged citizens of the country. Of course, it is a good thing but I would request the Minister that the age which is kept at 65 years should be brought down to 60 years. And also the restriction of 500 Km distance should not be there because at such an advanced age people may not be able to move long distances. So,

[Shri Charanjit Singh Walia]

there should not be any restriction on the distance.

We have heard that the Model station are being built and constructed in almost all the states of the country. I have come to know that in Punjab, Jullundhar has been taken up for this purpose ignoring the right of Amritsar which is a very important and historical place. I would urge upon the Ministry and our Hon. Minister that the Amritsar Station must be developed as a Model station.

In Patiala, DCW was constructed for the development of that city and at the same time for creating the potential of employment. I would request the Hon. Minister that he should made a thorough probe. The local people recruited in DCW is not more than 20 or 25 per cent. So, the percentage with regard to the recruitment of the local people of the State should increase keeping in view the motive behind this and this percentage of local population be brought to at least 80%.

Sir, no doubt, the Minister has not increased the passenger fare but the hike of 11 per cent in freight will have a chain reaction on the consumer goods which will hit the common and poor man. So, I would request that the kerosene, petroleum products and other such things should be exempted from the freight hike.

Sir, we often see slogans pasted on the Railway Platforms that the railways believe in security, punctuality and service but I am sorry to point out that the sanitation conditions, whether they are in

railways or in the railway platforms, are the poorest. Special attention should be paid towards the cleanliness of the railway compartments and railway station. Other facilities and amenities should be provided to the public.

In the last, I would request the Minister to provide more facilities to the workers and employees of the railways because if they are satisfied they will work for the benefit of the people and for the benefit of the passengers in a better way.

With these words, I conclude my speech.

[Translation]

SHRI ZAINUL BASHER (Ghazipur): Mr. Chairman, Sir, I support the Railway Budget presented by the Hon. Minister of Railways and would like to submit some points.

First of all, I would like to thank the Hon. Prime Minister for sanctioning the conversion of Chapra-Aunrihar metre-gauge line into broad gauge line in this Budget. It has been a long standing demand of the people of eastern Uttar Pradesh. In 1980, while presenting the Budget, the then Hon. Minister of Railways, Pandit Kamalapati Tripathi had ordered for its survey. But after that in spite of our strong demand, we were not able to get the sanction for this work from the Ministry of Railways. It is only due to the special interest taken by the Hon. Prime Minister that this work has been sanctioned. All the people of our region are grateful to him for fulfilling their demand.

Sir, I would like to mention some problems, because it has become customary to highlight the local problems or problems related to



railways in this Budget every year, even though we know that they will not be accepted. I am going to draw attention to some problems, which I have been doing for the last many years, but except the conversion of Aunrihar-Chapra railway line into broad gauge line, no other demand has been met. In my area, there is a railway junction named Dildar Nagar. It is linked with the Ghazipur headquarters through a branch line and in every respect, it is a full-fledged station. People from all over the district catch trains from there. There is a long standing demand to provide a halt to Magadh Express at that station. Many times, we have written to the Ministry of Railways and the Hon. Minister has also been requested in the matter, but our demand has not been accepted so far and the people are quite agitated over it. I am afraid that the people may take to agitation and other unpleasant methods if this demand is not met this time. The Hon. Minister of Railways is present here and I want him to pay special attention to it because there is no problem in halting Magadh Express at Dildar Nagar. When it can be halted at Buxar, then why not at Dildar Nagar? There is another long standing demand for giving a halt to Howrah-Amritsar Express at Bhadora. I also support that demand. All these stations come under Danapur Division. For the last many years, I am requesting for the halt of Bombay-Janta Express at Gahmar. The hon. Minister replied that if this train is given a halt at Gahmar, then other stations will also demand the same and it will be difficult to meet all the demands. I accept his logic, but it is regretful that this train is halted at a station named Chausa,

which is smaller than Gahmar. There is no comparison between this small station Chausa in Bihar and Gahmar. This train is halted at Chausa, but inspite of our persistent demand for the last many years it has not been provided a halt at Gahmar.

The representative of Gahmar may be an ordinary M.P. and the representative of Chausa may be a Minister. For this reason, a halt was provided at a small place and when we made an appeal, you told us that if halts will be provided at such stations, there will be many more demands like this. What is this argument? What is the justification? If you do not want to provide a halt, you can simply say that a halt cannot be provided. But what is this argument? While you provide halts at other places under pressure, why cannot a halt be provided at Gahmar. I earnestly request you to provide a halt for Bombay Janata Train at this place. We will remain ever grateful to you for this.

There is a problem of Ghazipur city. The hon. Minister is aware that in the absence of an over bridge in the city the road remains blocked most of the time and the people experience a lot of hardship while moving from one place to the other in the city. I shall remain grateful to you if an over bridge is constructed at Ghazipur.

Mr. Chairman, Sir, in terms of population Uttar Pradesh is the largest State in the country. But the railway facilities have not been provided in the State to the desired extent. Some of the hon. Members belonging both to treasury as well as opposition benches have complained that attention has not been paid to

[Shri Zainul Basher]

their States and the hon. Minister of Railways has paid special attention to his home State Madhya Pradesh. Madhya Pradesh is a backward State in the matter of railways. If we work out the per centage in terms of area, there can be no two opinions that Madhya Pradesh will come in the last place *vis-a-vis* the other States in the country. Similarly, in terms of population, if we work out the per centage of railways Uttar Pradesh will be at the bottom. The hon. Minister of Railways did a miracle by starting the trains from Uttar Pradesh and running them to other places *via* Madhya Pradesh. (Interruptions) We should understand the things. I am not criticising. Madhya Pradesh deserves it. After Independence not even 100 kilometre railway line has been constructed in Uttar Pradesh. I would like to draw the attention of the hon. Minister of Railways towards it. Unfortunately, our hon. Deputy Minister of Railways is the Member of Parliament of the area where there is no railway line. I am drawing his attention towards that area. There is no railway line in his area. I, therefore, want that a new railway line should be constructed from Gorakhpur to Dildar Nagar *via* Doharighat, Mau and Ghazipur, because there is no railway line between Ghazipur and Mau and Mau to Gorakhpur. His constituency as well as my constituency come under this area, though my place is far away from his place. I request the hon. Minister to pay special attention to this and arrange to construct a new railway line from Gorakhpur to

Dildar Nagar *via* Doharighat, Mau, Ghazipur.

Mr. Chairman, Sir, now I would like to take up the case of my neighbouring city, Varanasi. Varanasi is the gateway for all of us. We can proceed to everywhere from there. For last few years all the hon. Members of Parliament belonging to Varanasi region have been making a demand to introduce a night train from Varanasi to Delhi. You are introducing trains to all places, but I fail to understand as to why you are not accepting our demand. We, 35 Members of Parliament made a demand in writing to the Hon. Prime Minister and the hon. Minister of Railways in this regard. One train, the Sarayu-Yamuna Express runs from there. But it takes 20 to 22 hours to reach Delhi via a long circuitous route. If a train is run from Varanasi *via* Mughalsarai, Blackhut, Allahabad on the main route, it will cover the distance upto Delhi hardly within 13 to 14 hours. I make an appeal to you for this once again.

I would also like to make another demand. A train should be introduced from Varanasi to Bangalore. Just now Shri Pattnaik was telling this thing. I also request you that there is a need to introduce a train from Varanasi to Puri.

I would like to make one more submission. You should pay attention to the electrification of the railways. Several committees have also made recommendations that more and more lines should be electrified. It is cheap and ensures speed. The route from Howrah to Delhi has since been electrified. There is also a parallel line for Howrah *via*.

Ghaziabad, Lucknow, Varanasi, Patna and Burdwan but it has not been electrified and this area is the heartland of the country. This line goes through Uttar Pradesh, Bihar and West Bengal. This line should be electrified. *(Interruptions)* The line between Patna to Siliguri should also be electrified. I am making this request to you. I am hopeful that you will pay attention to these demands.

SHRI PRATAP BHANU SHARMA (Vidisha): Mr. Chairman, Sir, nobody can deny that the rail transport plays a very important role in the economy of the country. It will not be an exaggeration if we say that economy of the country and transport system are complementary to each other.

The Ministry of Railways made all round development of the railways during the last 4 years of the Seventh Five Year Plan. Modernisation was done in the railways and amenities were provided to passengers. For this, our young Prime Minister, Hon. Shri Rajiv Gandhi, the hon. Minister of State of Railways, Shri Madhavrao Scindia and the hon. Deputy Minister, Shri Mahabir Prasad deserve congratulations. The Department of Railways, the officers of the Department, the engineers and all the employees of the railways also deserve our congratulations who accepted the challenge valiantly, realised the growing needs of the nation and completed all the projects in time. They set new records in every field of railway activities, whether it was the expansion, of railway network, modernisation, electrification, providing amenities to passengers or computerisation in the

railways. All of them deserve our congratulation for this.

15.00 hrs.

[SHRI VAKKOM PURUSHOTHAMAN in the Chair]

Our freight transportation target was 318 million tonnes and the railways achieved more than that. They deserve our congratulations for this. There was some adverse effect due to drought in 1988-89, but it gives me pleasure to note that the railways in its Budget for 1989-90 have decided to transport more tonnes of load by raising its target of 345 million tonnes. I would like to congratulate them for this. This will raise the revenue and the people of the States will get more means of movement and transportation. The new Budget provides for conversion of 67 new stations as model stations. A sum of Rs. 100 crores will be spent on this work. All of them are either major stations, district headquarters or tourist spots and it is very essential to provide facilities to travellers there. During the Sixth Five Year Plan period a sum of Rs. 5.1 crores was spent every year on providing various amenities. In the Seventh Five Year Plan period this amount has been raised to Rs. 15.8 crores and by the end of the plan it is proposed to spend Rs. 25 crores for increasing passenger amenities. The Ministry of Railways deserves our congratulations for all this.

The Ministry took over most of the track renewal work in their hands. When the Seventh Five Year Plan was launched 196 kilometres of track renewal work was yet to be

[Shri Pratap Bhanu Sharma]

undertaken. By the end of Eighth Five Year plan the work would be completed. Due to electrification of tracks and growing number of fast running train and for the transportation of goods also it was very necessary to renew the tracks. It is a good effort and priority should be accorded to this work. The expenses to be incurred on this project should be met from internal resources and other sources. There is a need to allocate more funds for this work.

Similarly, it is proposed to complete the electrification between Delhi, Madras, Bombay and Howrah by 1990. It is a commendable step. It is also proposed to achieve the target of electrifying 3150 route kilometre during the Seventh Five Year Plan. It is double the target of the last Five Year Plan. The railways deserve maximum commendation for the time bound manner in which the work is being carried on and completed. The electrification work has been extended upto Bhopal in the Central Zone. Due to this it has been possible to run the 'Shatabdi' Express from Delhi to Bhopal. Earlier it was upto Jhansi only. I would like to congratulate the Department of Railways for this. The 'Shatabdi' Express which is a prestigious train in view of the Nehru centenary year, will help knit of the people in the country together, boost tourism and promote foreign tourism also because tourist spots of international importance fall along its route. With the running of 'Shatabdi' Express, the passengers will find it convenient to visit Agra, Khajuraho and Sanchi near Bhopal which is a place of

international Buddhist importance. Sanchi falls in my constituency. (Interruptions)

SHRIMATI VIDYAVATI CHATURVEDI: Khajuraho is 200 kilometres away from there.

SHRI PRATAP BHANU SHARMA: There are proposals to connect Lalitpur with Khajuraho. I would like to congratulate you for this.

Like the hon. Lady member I too demand a rail link between Lalitpur and Khajuraho. As regards the provision of Computerised reservation facility at some more railway stations, it is going to cover Ahmedabad, Bangalore, Bhopal, Lucknow and Secunderabad. These five projects are expected to be completed by the end of 1990. We hope that subsequently Bhubaneswar, Cuttack, Gorakhpur, Gauhati, Jammu Tawi, Patna, Pune and Trivandrum will also be covered. Provisions of the railway Budget do not give this impression that this has been done in view of a particular Member or a State. Priorities in the Railway Budget have been fixed in accordance to the increasing requirements for rail services in the country and the Department of Railways has also taken concrete steps in that direction. For this hon. Shri Madhavrao Scindia and hon. Shri Mahabir Prasad, who may also be called the M.M. Express, deserve our congratulations. One M.M. Express belongs to the Central Government and another one operates between Delhi and Bhopal

I would like to draw the attention of the hon. Deputy Minister towards certain minor problems of my constituency. I hope he shall convey

these to hon. Shri Madhavrao Scindia. At present the Howrah Express running between Indore and Howrah is a weekly train. This train should be run daily in view of the importance of linking the Central and Eastern parts of the country. The Bhopal-Bilaspur Express, which runs between Bhopal and Bilaspur via Bina, is still being hauled by a steam engine. Thus the train often runs upto four hours behind schedule. With electrification being undertaken on a massive scale, there may be some diesel engines to spare. One of these could be used to haul this train thus increasing its speed. Similarly the Punjab Mail running between Ferozepur and Bombay also takes a long time to cover the distance. If this train is double-headed and upgraded as a superfast train it will of great utility for the Central Railways. Vidisha and Sanchi are railway stations of historical importance. When the hon. Minister toured the area he had assured the public of developing Vidisha and Sanchi as model stations, and of the inclusion of these projects, in the next Budget. I would once again remind him about the development of Vidisha and Sanchi as model railway stations and their inclusion in the next Budget for their development as the places of international importance. The Jhelum Express should halt at Vidisha. There is no other train which connects Vidisha and Bhopal with the Pune area in Maharashtra. I shall be grateful to you if you can provide a halt of Jhelum Express at Vidisha from the coming May. Similarly I demand stoppage for Amritsar Express at Gulabganj. Similarly the Mahanadi Express should halt at

Budhni which falls in my constituency. I hope these facilities will be provided in my constituency. I thank the hon. Minister for ordering a survey for the conversion of the rail section, upto Budhni into broad gauge. I request that the area of this survey be extended upto Indore and Saugar. So that any prospective construction of new railway lines in future may be covered under it. I thank you for giving me an opportunity to speak.

[English]

SHRI NITYANANDA MISRA (Bolangir): I wanted to speak a few words in support of the Railway Budget that has been placed before this august House. The Railway Minister deserves congratulations from us because he has framed a well-considered, well thought out and evenly balanced budget.

According to the Budget proposals there has been a hike in the freight to the tune of 11 per cent which will net additional revenue of Rs. 876 crores. This resource raising effort was absolutely essential and almost indispensable considering the growing needs and ever increasing requirement of the Railways. There has been some apprehension expressed by the members of the opposition that the hike in freight will result in pushing up the cost of the critical commodities like coal, steel, fertilisers and it will result in inflationary pressure in the economy. But competent authorities after meticulous calculation have found out that the increase in these commodities will be only marginal and it will not be inflationary. Therefore, there is no justification for

[Shri Nityananda Misra]

any apprehension that it will be inflationary.

The passenger fare has been frozen. This indeed is a consideration for the poor and the middle class passengers who cannot afford to pay more. But some critics argue that the Planning Commission has recommended that there should be some increase in freight as well as passenger fares. And because passenger traffic cost has gone up very high and passenger fare is over subsidised, therefore, there should have been some increase. But all these people who hold this view will take a posture which is diametrically opposite had there been a slightest increase in the fares and they would have indulged in virulent criticism against the Budget proposals and the Railway Minister. It is a welcome consideration by the Minister.

Some people say that the Budget is stagnant. We do not find any justification or rationale behind such reaction. When the performance of the Railways has improved substantially, when the productivity has increased, when there has been greater consolidation and stabilisation of the Railways and it is poised for a major accelerated growth in years to come, then such a reaction that it is stagnant is absolutely baseless and unfounded.

The good performance of the Railways has been possible because of the efficient management of men and material and because of the effective utilisation of its assets. I think in spite of many constraints, the Railways have been able to perform admirably. We pay a tribute to the

Railwaymen also, who have made no small contribution for the better performance of the Railways.

We feel that there is still some room for improvement in vital sectors. The productivity can increase further. So, some steps should be taken by the Railway Ministry in that direction.

There is also some room for bringing down the cost of operation which has been maintained at a high level. So, steps should be taken in that direction also. These two steps will yield large surpluses which can be utilised for the expansion, development and modernisation of the Railways.

There are some backward and undeveloped areas in our country which do not have railway communication. They have got natural resources in abundance but because they do not have infrastructural facilities like railway communication, they are not able to develop economically. So, railway communication facilities should be made available to these areas, so that the legitimate aspirations of the people for economic development can be realised.

MR. CHAIRMAN: Don't you have to say something about your constituency?

SHRI NITYANANDA MISRA: Yes, I will come to that also.

MR. CHAIRMAN: Please come to that and conclude. I cannot give you much more time.

SHRI NITYANANDA MISRA: Sir, ever since Independence, the people of the State of Orissa have been demanding for the construction of a railway line from Sambalpur to Talcher. This is the main lifeline of

communication for the State which links the coastal area with the western part of the State. The economic development of the State depends upon the construction of this railway line. Unfortunately, the implementation of this project is very slow. Only a small portion of the line from Talcher to Anugul would be completed by next year, as per the Budget papers. If the construction of this line goes up at this snail's pace, I think it will take decades for this important line to be completed. I request the Railway Minister to give highest priority to this line and see that it is completed within the shortest possible span of time.

It was decided that there will be a separate Division for Western Orissa, with headquarters at Sambalpur. This was inaugurated by no less a person than the Prime Minister Shri Rajiv Gandhi a few years back. But unfortunately, there has been some vacillation and its implementation has not taken place due to some reasons. I think the Railway Minister should pay attention to this aspect also.

The construction of Bolangir-Khurda line which will benefit three districts of Bolangir, Phulbani and Puri, was considered some time back. Last year we came to know that the reaction of the Minister that it was not economically viable; so, it would not be taken up. This railway line passes through the backward areas of Bolangir, Phulbani and Puri districts. These backward areas have tremendous potential and possibilities for economic development because they have natural resources in abundance. Without the construction of this railway line, economic development

of this area will not be possible. I would like to know what are the reasons for saying that this particular line is not viable.

If this is not viable, then I do not think that any backward area in any part of the country will be economically viable. Therefore, I think that this is nothing but the wooden thinking of certain bureaucrats of the Railway Administration at the top level. Therefore, I request the Minister to give attention to this backward area and sanction this railway line.

There was a train from Titilagarh to Rourkela. From the very inception of the railway line, from Titalagarh to Sambhalpur constructed in the early Sixties this train has been there. But unfortunately, a few years back it has been suspended, for which there was no justification. The train was serving a population of 50,000 who are employees of Rourkela belonging to the districts of Koraput, Kalahandi, Bolangir and Sambhalpur. It was a very popular train and it was giving excellent service. So, I request the Minister to revive this train.

The Link Express was serving three States—Madhya Pradesh, Orissa and Andhra Pradesh — and we were immensely benefited by it. But unfortunately that has been suspended. I urge upon the Minister to revive this Link Express for the benefit of the people of these States.

I also request the Minister to sanction passenger halt at Luthurbandh which will enable the people of this area to enjoy the passenger train facilities.

MR. CHAIRMAN: Now you resume your seat. I have given you more time.

SHRI NITYANANDA MISRA: I am speaking about the Railway in Orissa.

MR. CHAIRMAN: The time permitted by your Party for each Member is only six minutes. I have given you ten minutes. So, I can't give you more time.

SHRI NITYANANDA MISRA: Five minutes more.

MR. CHAIRMAN: No. Please resume your seat.

SHRI NITYANANDA MISRA: It is recommended by the Minister, Sir.

MR. CHAIRMAN: The Minister has no control over the time. It is only the whip who has got control.

*(Interruptions).*

MR. CHAIRMAN: The Minister is not giving you time. The Minister is telling that each Member has got only five minutes. You thought that he is giving you more time. If you continue your speech, nothing will be recorded. Please resume your seat.

Now, Prof. Saifuddin Soz.

PROF. SAIFUDDIN SOZ (Baramulla): Mr. Chairman, you have already told that we should speak about the constituencies only. Thank you very much for that suggestion. But briefly I will talk about my constituency, that too very briefly. But so far as the general development of Railways is concerned, I feel I must share the opinion of most of the Members that there is some improvement in the functioning of Railways. There is some modernisation, there is some punctuality. But overall there is some improvement, we can see it. But since I heard Mr. Madhu Dandavate speaking on Railways because he

has a lot of experience and he has raised some questions and he feels that the development as a whole is stagnant, well, if Mr. Scindia comes forward to give his observations and reply to the debate, he must, I feel, reply to the issues put forth by Prof. Madhu Dandavate because I found his speech very balanced and I share with Prof. Madhu Dandavate one concern that the Railways do not get adequate funding from the Government. The point is that it is for Mr. Scindia and his colleagues to get funding from the Planning Commission or the Ministry of Finance, but I feel that we should also support the Minister for asking for more funds. I see that during the First Plan the Railways got 5.99 per cent of the total allocation and now during the Seventh Plan it is 6.9 per cent. It means that so far as funding is concerned, the Railways have remained where this Department was long ago. So, I make a strong plea for a greater amount of funds for development of Railways in the country. But now this modernisation and improvement have taken place along side. When Mr. Madhavrao Scindia took over as Railway Minister, I said and I wished, he could come forward and assert in the House that he would give one qualitative change in the Railways and he would say, "Trains will run on time". Alas! he did not come forward with that assertion and he is not assuring us that the trains will run on time. I feel, there is a kind of lethargy. Otherwise, I find that there are two things. One is, my conviction is that within the available resources, you can modernise, improve things, if you can make quality of life better in India. Second, if you want to



impose discipline, you can impose it. I raise a question, how does Rajdhani leave New Delhi at 5. p.m. and reach Calcutta 5 minutes to 11. Only last year I came to know this. I always go to Calcutta by plane. I never thought any train could reach on time and it would carry me to Calcutta within 18 hours. When we left Burdwan, there was an announcement that the train would be late by 10 minutes and we should try to make up. It was heartening to me to hear this. In Europe, we hear all kinds of announcements. I find Rajdhani for Bombay or Calcutta can be compared to European trains. When I heard it for the first time that the train would be late by 10 minutes and they would try to make up, it was a situation which was very heartening. I felt very happy. In my country, a train could run on time. Of course, there are areas of improvement. Therefore, whatever you offer from Delhi to Calcutta, Delhi to Bombay, why can't you offer it to Jammu & Kashmir State and other States in India. Why do trains run very late? I know my hon. friend, Mr. Mahabir Prasad, for a very long time. He made a very good speech although in a very difficult, sanskritised Hindi. He will share my thinking as also Madhavrao Scindiaji that they must commit themselves to a discipline and assure us that the trains will run on time. Generally, the Express train leaves Delhi and goes to Jammu, when it reaches Jammu, it would be late by 4 or 5 hours. When it is late by 2 hours, people say, "It is on time". You cannot have a double standard. You give one kind of facility to the people travelling to Calcutta and you have another standard for Jammu & Kashmir. The

same drivers are there; same lines are there. Therefore, it is a kind of lethargy and the Railway Ministry should take notice of our grievance and that the trains have to be on time.

I wanted to say something by way of advice to the Railway Ministry. Mr. Chairman, you have cautioned me that I must come to my constituency. I have respect for Mr. Scindiaji. He is working very hard. He is an intelligent Minister. He introduced Shatabdi Express and we welcome it. Some people find fault because they say all Ministers look after their own constituencies. They must look after the whole of India. Anyway, I have welcomed that train. But beyond Agra, that does not earn revenue. But I give you an idea. You are forgetting Khajurao which is a very important centre. But I tell you, Vaishno Devi is also very important. 10 lakhs of people go to Jammu for darshan of Vaishno Mata. What is your arrangement? You have no trains. You have got Jhelum Express, Jammu Mail, Shalimar Express. But they are not sufficient. So, we have been telling you to run a day train for Jammu. You can have higher revenue. You may not have sleeping berths. But give us chair-car facility and run a day train for Jammu. They will reach Jammu in the evening. Next morning they go to Vaishno Devi, spend the day and come back and board the train to come to Delhi. You have not considered it. Your revenue will be highest because I can assure you, on this route, there is no ticketless travel.

There is chain pulling by passengers travelling from Jhelum

[Prof. Saifuddin Soz]

because of indiscipline. Ticket collectors are not there. You do not have any Force. So, I make a strong plea that you should run a day train for Jammu and you can call it Vaishno Devi Express.

There is another factor. We are on the tourist map of the world, not because of your efforts now, but because we have a traditional health resort. We have Gulmarg and Pahalgam. We are known internationally. People come to visit us for the sake of Pahalgam and Srinagar. But, you are not facilitating them for their travel by trains. Therefore, I am not asking only for one train. I will ask for two trains. But, one of them should be a day train.

We want Jammu & Kashmir to be on the railway map. I talked to Shri Bansi Lalji, Shri Barkatula Khan and Shri Madhavrao Scindia. We said that Jammu & Kashmir should be on the railway map of India. Indiraji had taken keen interest that there should be railway track between Jammu and Udhampur under her orders because of her personal interest. It was decided eight years ago. At that time, it was a Rs. 70 crore project. It is Rs. 113 crores now because of price escalation and so far you have not spent more than Rs. 13 crores. If you go at this pace, then we may go to 21st century without a train around Udhampur!

So, I want greater amount of funding to be made available for completing the track up to Udhampur. I have not received any response to my suggestions the other day when Mr. Scindia said

there is difficulty in acquisition of land. I can assure you that Shri Farooq Abdullah is very eager to help in acquisition of land. There is no problem. But, you complete the railway track within a period of three years and take the rail to Udhampur and thereafter have a survey during this year to find out how the train can be taken to Srinagar. The survey has already been done for constructing railway line between Kazigund and Baramulla. Therefore, there is a good chance for you to put us on the railway map of India by conducting this survey. There is no difficulty because in India in the modern technology, you can have many tunnels. We do not have a viable road this time. This road is in bad shape. In the absence of a very good road, railway could help us. Therefore, make a very strong plea that the Railway Department should put us on the railway map of India.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, I rise to support the Rail Budget. First of all I congratulate Hon. Shri Rajiv Gandhi under whose leadership such a good Rail budget has been presented. I also congratulate hon. Shri Madhavrao Scindia and hon. Shri Mahabir Prasad for preparing a very well-thought out Budget. I also consider it my duty to congratulate the Railway Board and all the railwaymen on this occasion as the railways carry 1.10 crore passengers in 37,000 railway coaches attached to 7,000 trains operating in the country. Moreover India has the fourth largest railway network in the world. This is a great achievement. After the partition of our motherland these are the railways which make

every Indian feel proud of it. So maximum facilities should be provided to the railwaymen so that they can show a better performance. The Government should provide housing and educational facilities for the children of the railwaymen and more doctors should be there in the railway hospitals to make up their present shortage.

After the retirement of a railway employee a member of his family should be given employment in the railways. Such steps will inspire other public sector undertakings to work better.

Now, I would like to give some more suggestions. Every train should be equipped with a communication system between the guard and the driver of the train. To prevent accidents, every engine should have a 'Laser window' enabling the driver to communicate with the next station. I would also ask for renewal of tracks which are very old. Can we develop or design such a railway line which may be quite durable and can be laid without employing labour in a large number? In future, we should plan to have a dual railway—one with tracks at the ground level and the other at a raised level so that we can thus compete with any other nation of the world.

My second point relates to the condition of railway stations. All our stations should be based on model stations. This Budget has got some very welcome provisions for awardees, the people who have been honoured with an award in recognition of their service to the nation. For the first time the Rai Budget has provided concessions to people who are 65 years or above.

This is a most praiseworthy step. Defence personnel honoured with some or the other awards like Mahavir Chakra or Vir Chakra and then the police personnel and the sportsmen, have also been given due regard in the provisions of this Budgets.

Now, I shall raise a few points regarding my constituency. Sawai Madhopur and Jaipur have been linked with a broad-gauge line for the first time. For this I give thanks to the hon. Minister. There is no train connecting my constituency Jhunjhunu with Delhi during the day time. Hon. Speaker comes from Sikar while I belong to Jhunjhunu. Both these places lack a direct train for Delhi. I request the hon. Minister to introduce a train from there or adjust the timings of the existing trains enabling the people to travel up and down during the day time. The Bikaner Express leaves Delhi at 08.40 A.M. reaching Loharu at 12.00 P. M. If some extra coaches are attached to this train these could be bifurcated at Loharu and then move onwards upto Jaipur via Jhunjhunu and Sikar. Similarly in the opposite direction, coaches originating from Jaipur may reach Loharu via Sikar and Jhunjhunu and then attached to the Bikaner Express for onward journey to Delhi.

The Dabra-Singhana railway line was constructed in 1958. This line is used by the goods trains for the Khetri Copper Project. Since last four years I have been asking for addition of 2-3 passenger coaches to this goods train. This will help 15,000-20,000 commuters who work there. People of that area are still denied this facility of rail services. If 2-3 passenger coaches are attached to

[Shri Mohd. Ayub Khan]

the goods train, the public of that area will have a breath of relief. I hope this will be done for them.

A large number of Defence personnel hail from my constituency. In fact, the maximum number of Defence personnel hail from Jhunjhunu. Similarly a large number of traders and businessmen from Jhunjhunu go to Bombay, Ahmedabad, Calcutta and Assam but they are put to a lot of inconvenience as reservation is a very great problem for them and also there is no direct train for Bombay and Ahmedabad from Shekhavati railway station. In absence of a direct train from this place at least reservation should be made available to them.

At least reservation facility should be there. In the Janata train there should be a quota of reservation of 8 seats and of 5 seats each in the Deluxe and Frontier for the passengers from Jhunjhunu going to Bombay and Ahmedabad. Besides, there should be a provision of 10 seats in the Janata train. 5 seats each should be reserved at Delhi in both Kalka and Assam Mail for the Jhunjhunu passengers who travel to Calcutta and Assam. I have made a submission for 5 seats each and I hope that the Government will provide this facility for the people of my constituency.

I would like to add that there are maximum accidents at level crossings. If an underground bridge is constructed there, it will be convenient for the people. If people pass from the subway, there will be no traffic block.

The Government has given

concession to the awardees. Ever since then I have been continuously receiving telephone calls that the wife of the awardee has not been given the said concession. Therefore, my submission is that the wives of those people who are above 65 years of age should also be given this concession and the wives of the awardees should also be included in this.

In the end, my suggestion is that the Government should pay attention to whatever demands I have made regarding the trains and the facilities. Keeping in view, the needs of Jhunjhunu and Sikar, a train should certainly be introduced during day time so that people living in Jhunjhunu and Sikar may reach Delhi by the evening. Similarly, a train should be started from Delhi in the day time and reach Jhunjhunu by the evening. In the goods train, which runs on the Dabra-Singhana line for the Khetri Project, two-three passenger's bogies should be attached so that the 15-20 thousand employees working at the project site may travel by it. There is no railway service in this area and if these steps are taken, the people living there will be benefitted.

This Budget deserves appreciation and words fall short in congratulating the hon. Railway Minister for having presented such a good Budget.

**SHRI KAILASH YADAV (Jalesar):** Mr. Chairman, Sir, I rise to support the Railway Budget presented by Shri Scindia. There is no doubt that the Budget presented by Shri Scindia and Shri Mahabir Prasad under the leadership of the Hon. Prime Minister is a very balanced one. A good number of facilities have been given

to the people. This is a matter of happiness that fares etc. have not been increased. There is a slight increase in the rates for goods traffic and its percentage is also slightly higher. My submission to Shri Scindia is that some relief on Kerosene and sugar is needed.

Railway is an important organisation in our country and it is the backbone of the country's economy. The development of the country cannot even be imagined in the absence of railway net work. However, we find that the Planning Commission adopts a very stiff attitude towards Railways. This is the duty of the Railway Minister and officials to get the maximum funds from Planning Commission so that the Department be made more efficient.

The Planning Commission should recognise railways as a very important department and its Budgetary allocation should not be curtailed. The several departments are given funds more than they require and thus these funds are misused. Therefore, my submission is that the amount budgetary allocations for the Railway should be increased. Sir, if railway line is laid in an area that will automatically get developed. Today, the progress made by the Railways under the leadership of Shri Scindia and Shri Mahabir Prasad is commendable. Railways have set a record in freight traffic. This is a good thing. I congratulate the hon. Minister Shri Scindia, Shri Mahabir Prasad and all the officials of Railways for having performed so many good jobs apart from the above mentioned things.

Four trains pass through my area. There are certain problems there which I have been mentioning from time to time. Even today, I would like to submit that the demand of linking Mathura with Jalaisar road and Etah with Kasganj is 30-35 years old. There has been constant pressure in that area to establish a link of Jalaisar road, Etah and Kasganj with broad gauge line in Mathura. Sir, a survey was also conducted for this purpose but I do not know as to what happened to its findings. I would like that this survey should once again be conducted and this backward area should be provided a link with a railway line. This is an age old demand of this area. I hope that Shri Scindia and Shri Mahabir Prasad will take steps to fulfil this demand.

Besides, Etah-Barhani railway line was started in 1960. All the railway stations from Etah to Barhan on that line are in a dilapidated condition. The coaches attached to the train running on this line are also in bad shape. Although some progress in diesel etc. has been made there. But until the concrete sleepers and gratings are laid on this railway line, fast trains cannot run on that line. At present, there is no straight train from Etah to Delhi. People have to travel by bus and that takes 5 hours. If the train facility is made available there people can reach Delhi within three hours. Sir, I also want to submit that the facilities of locoshed, diesel engine etc. should be increased in Tundla so that all employees may be absorbed there itself and they need not go to any other station. In this way, the significance of Tundla station will also be there. Tundla has remained an important station since

[Shri Kailash Yadav]

the British times. The railway officials keep on reducing the facilities instead of increasing them there. Due to this there is a great disappointment among the people of this area. It is a major railway base of my constituency.

Sir, a new train, Shatabadi Express is being introduced. My submission is that this train should have a stop at Tundla station for two minutes since this a very big demand of the people in my constituency. The Upper India Express and the Assam Mail, the two popular trains have been cancelled. No train has been provided as substitute. Upper India should be restored and a new train should also be given in place of the Assam Mail. Unfortunately, both these trains have been cancelled. My submission is that the Puri Express should be given stoppage at Jalesar road and Barhan stations. I had got these two trains halt at the Jalesar road and Barhan.

Sir, 25 UP and 26 Down running on narrow guage should be given stoppage at Marhara. There is a big demand for stopping the 513-514 Marudhar Express at Sahawar.

Sir, since the past few years, people are demanding that an A.C. sleeper should be attached to Avadh Express which is a very big train. But despite the promises made, the sleeper coach has not yet been attached till now.

I would like to give another suggestion. The contractor system in Railway is continued at the cost of the co-operative societies which are being neglected and by-passed.

People having personal contracts are given the work. Thus the whole system is corrupt. When co-operative societies have been set up in Railways, they should be made responsible for the work. A good number of co-operative societies are engaged with the work.

With these words, I once again welcome this Budget.

SHRI K. J. ABBASI (Domariaganj): Mr. Chairman, Sir, I am grateful to you for having given me the opportunity to speak. I rise to support the Railway Budget presented by the hon. Minister.

There is no denying the fact that facilities in Railways have increased and this Budget has been welcomed. This is so because the poor have not been affected since there is no increase in fares. Besides, the old people have also been given facilities for travelling. Apart from this, a number of concessions have also been given for the farmers' welfare in various areas. The hon. Minister deserves to be congratulated for this. I would like to draw the attention of the hon. Minister to the fact that heavy expenditure is incurred on the transportation of coal from Dhanbad to Basti via Barabanke. Its freight charges have not been reduced. I have received a telegraph from there that this will affect the prices of all the commodities used by the poor. Therefore, my submission is that while concessions have been given on a number of commodities, coal too should be included among them. Besides, the old route of transporting coal via Barabanki should also be changed to via Gorakhpur.

I would also like to add that my district Basti has been divided and a new district Sidharth Nagar has been set up. I would like to tell, the hon. Minister he is sitting here, that there is only one metre gauge line in the newly formed Sidharth Nagar district which runs from Gonda to Gorakhpur and covers 2-3 small stations. People there have to face a lot of inconveniences. Out of 5 Assembly constituencies in the whole district, only 2 constituencies have railway line and in the rest of the three, this facility is not available. About 10-15 years back, there was a scheme for laying a railway line from Sahajanwa to Balrampur via Bansi, Dumriyaganj etc. Its survey was conducted during the Janata Party regime. But, due to shortage of funds, it is lying in doldrums. I would like to draw the attention of the hon. Minister to pay more attention to this because this line is connected with Sidharth Nagar. Besides, the metre gauge line here should be converted into broad gauge as in 1981, the metre gauge line of Basti was converted into broad gauge. I am the only M. P. from that area and have to keep the promises made there. If the Government draws a blue print today, the work will be completed in 7-8 years. Therefore, this facility should certainly be provided for Sidharth Nagar. Sidharth Nagar has been named after Lord Budha and from tourist point of view also it would be beneficial to develop it. This area draws a number of tourists and is also developing a lot. Therefore, it has been made a district. I would like that more attention is paid to it, especially to the Naugarh station whose condition is very bad. It has a metre gauge line and passengers coming from

other states face a great inconvenience. A retiring room should also be constructed there and the condition of the station should also be improved so that passengers coming from other states may not have any problem. Regarding the first class bogies, I have written in this regard a number of times. I am to say that it would involve very meagre expenditure if the Government gets their bathrooms repaired. This will bring relief to the people. The timings of Vaishali train running in my constituency have been rescheduled for the convenience of the passengers and we are grateful to you for the same. Now one can start at 7 pm and reach Delhi next morning at 7.30. I would like to say that the quota of reservation should be increased because passengers including ourselves face this trouble every day. There is only one train for travelling to Bombay and even its timings are not suitable. My submission is that one more direct train should be introduced from Bombay to Basti so that it gets convenient for the passengers to travel there. Many hon. Members have submitted and I would also like to repeat that the quality of food has not been improved. Attention should be paid to this point. Prices need not be reduced, its quality should be improved. We are grateful to the Government for having provided the facilities and for not having increased the train fare in the Budget. I hope the hon. Minister will surely pay attention to the suggestions made by me. With these words, I conclude.

SHRI SURESH KURUP (Kottayam):  
Respected Chairman, Sir, this

[Shri Suresh Kurup]

year, Railway Budget is being projected as a soft budget. As you know, the 11 per cent increase in the freight charges is going to affect the freight situation all over the country. Especially the prices of all the commodities in Kerala, which I represent and which you also represent, are going to rise. We are from the southern-most part of the country. For almost all the commodities, including those needed for day-to-day life of the people, we have to depend on other States. So, the worst affected State because of this 11 per cent increase will be Kerala.

I am not going into the details as my time is very limited. Another thing is about the Mangalore-Bombay railway line. I am happy that some amount has been included for railway line from Mangalore to Bombay; But it is a very nominal amount. This is the long-standing demand of the people of Kerala. If this line comes through, the whole of Kerala will be benefited, especially the entire Malabar region. There are statistics about the passengers going to Kerala. There is a strong transport lobby working against this line coming through. The Minister may be aware of this. I won't demand any more railway lines for Kerala if this Mangalore-Bombay railway line is taken up.

MR. CHAIRMAN: That concept has already been accepted

SHRI SURESH KURUP: That concept has already been accepted but the Minister should

see to it that this railway line comes through.

16:00 hrs.

Another thing is about the accidents which are quite repeatedly occurring in Kerala between Ernakulam and Trivandrum Railway. I know that Mr. Madhavrao Scindia is a very competent and efficient Minister. I do not know whether reports are coming to him or not because even after the accidents, in a span of 8-9 months, ten to fifteen derailments occurred between Ernakulam and Trivandrum line. Almost all the dailies in Kerala carried out surveys and published their reports. I hope that the Minister will ask some of his officers to get them translated and submit a report regarding those surveys. When we say that this is due to the fault of the track and also of the bogies, the Southern Railway Authorities repeatedly deny it. Then they should say to the people of Kerala as to what is the cause of these accidents. The whole of Kerala is scared about this. Fortunately, most of the trains were goods trains. That is why no loss of life occurred. I request the Minister to inquire personally into these things. It was reported that the General Manager of the Southern Railways alongwith the top officials of the Southern Railways, inspected the track for two or three days between Ernakulam and Trivandrum and I do not know whether he has submitted any report to the Minister. I hope he will answer my questions when he gives the reply to the debate. Another important point is regarding



the disciplinary action against the trade union activists in Palghat division of the Railways. The relation between the railway authorities and the employees there is in a very bad condition. They have staged dharna, picketing in front of the Railway Divisional Authority's office in Palghat. They are pinpointing the trade union activists and in all flimsy charges, actions are being taken against them. Some important office bearers of the Union are suspended, inquiries are pending against them, some of them are dismissed. So, I request the Minister to make a personal inquiry into this and I hope he will also reply to this in his reply to the debate.

SHRI SHARAD DIGHE (Bombay North Central): Mr. Chairman Sir, I rise to wholeheartedly support this Railway Budget submitted to this House. I am sorry that many of the Members of this House, instead of appreciating the good performance of the Railway Ministry, have been engaging themselves in the discussion on the General Budget in respect of various lines here and there which have not been looked after immediately by this Budget. I do not blame them because ultimately this is the occasion when they have to put forth their constituencies demands and perhaps this being the last Budget Session of the House.

MR. CHAIRMAN: Even if it does not happen, it will have to come in the Press.

SHRI SHARAD DIGHE: They were tempted. They feel that it is their duty to put their demands. My approach to this Budget is different. I would consider and would like the House to

appreciate fully the performance of the Railway Ministry as far as this Budget is concerned.

Many things are said about the different railway lines not having been taken into account. I would submit that in the circumstances some priorities have to be decided by the Railway Ministry. As stated in paragraph 12.2, special attention was to be paid to the development of North-east region. I also feel that the whole of powered locomotive like drawing is based on the suggestion and the requirement of the Defence Department and the Planning Commission also. Therefore, we must look upon all these performances from the national point of view and see that the priorities which are required for this country as a whole from the defence and other points also have to be met with.

Then Sir, the problem in the Budget estimates of 1989-90 is that ultimately after considering the gross receipts of Rs. 9857 crores and the expenditure of Rs. 9788 crores, only Rs. 69 crores are left with the railway Minister. Then the dividend liability of Rs. 805 crores is also to be met. Therefore, a further sum of Rs. 736 crores had to be raised by some other source and for that purpose I am happy that the Minister was not tempted to raise the tickets or season tickets rates on the principle as stated in his speech at paragraph 27.4: "As far as the passenger traffic is concerned, the middle and lower income groups constitute the bulk of railway users." Therefore, keeping their interest in mind, he did not raise it through them. I am very happy that this principle has been followed in this Budget and I hope the same

[Shri Sharad Dighe]

would be followed in the years to come.

The other alternative was to have some freight increase, and, therefore, he has limited it to 11 per cent exempting from it the fruits, vegetables and other such goods which are required for common use and also for the agriculturists.

Rationalisation of freight structure was also proposed and increase in the rates of parcel and luggage by 11 per cent was proposed. This will give him a surplus of Rs. 140 crores. We must appreciate that unless this dividend liability is met with, it would have affected our general Budget also. He could have deferred this dividend liability and without increasing any freight he could have shown surplus Budget but that would have been against the interest of our General Budget. Ultimately there would have been more deficit in the General Budget and that would have led to increase in the prices. But in spite of doing that he has wisely increased the rates of goods traffic to a minimum. Even though some Members are complaining that this will give rise to general prices, it has been estimated that the whole sale price increase would rise only by 0.3 per cent because of this 11 per cent increase. Therefore, the prices of foodgrains, including sugar, wheat, pulses would be up by 4 to 6 paise per Kg. only. So, it will be a marginal increase, as far as the effect of 11 per cent is concerned.

Restructuring has taken place which will give rise to some increase but as I said there was no other alternative for the Railway Minister

but to do all these things. By doing this he has balanced the Budget properly and we must appreciate that the health of Indian Railways has been very sound for all these years. If we see the total originating loading the Graphs shows that from 1975-76 it increased from 223 million tonnes to 332 and now the target is 345 million tonnes.

And the very significant thing is that the lowest was in 1978-79 and 1979-80 and that was 223 and 218 million tonnes. When was that? That was when Prof. Madhu Dandavate was the Railway Minister. Therefore, he was very apologetic and made only suggestions and kept quiet; he did not have any dent on the performance of the railways. As I said, he kept quiet, because otherwise he would be exposed; the lowest performance was during his regime.

As far as the net kilometres of freight traffic is concerned the net tonne kilometrage of freight tonne kilometres traffic was the lowest in 1978-79 and 1979-80; it was 155 billion and now it is 231 and the target is 252.

All these figures show that the lowest performance was in the days of Prof. Madhu Dandavate when he was the Railway Minister in the Janta regime.

We must see this performance of the railways and the progress made by the railways thereafter in this regard.

Another difficulty before the Railway Minister was that the 7th Plan allocations were drastically reduced by the Planning Commission from Rs. 16917 crores to Rs. 16358 crores. Therefore, he had to contain

within those limits, but hopefully he has exceeded the freight loading target etc. etc. and crossed the targets even before the end of the 7th Plan. That has also to be appreciated. But as he stated, time has come now a saturation has been reached and therefore further allocations are necessary, as the hon. Members have already supported.

Therefore from the general health point of view of the Indian railways, and specially in view of the lowest performance during the Janta regime, we must support this Budget; that is necessary from the all India point of view and we should not merely complain for this reason or that reason unnecessarily.

When there is a general improvement of the railways, it is bound to meet all the requirements of the different regions. Therefore, from this point of view also, I very whole-heartedly support this Budget.

SHRIMATI KISHORI SINHA (Vaishali): Mr. Chairman, Sir, I am afraid whether I will be able to cover all my points within the short time being allowed to us. Anyway, I rise to welcome the Railway Budget. The Railways have continued to make progress and achieve the targets set, which would be considered a record achievement if we take into consideration the records of achievements of several five years taken together. The Railway Minister, Shri Madhavrao Scindia deserves congratulations for providing the inspiring stewardship.

For the first time, the Railways are able to show some control on ordinary working expenses. This has increased the gross surplus.

Whereas budget estimates for 1989-90 show an increase of Rs. 1257 crores in gross traffic receipts, over the revised estimates, the working expenses are expected to increase by only Rs. 698 crores that is almost only 50 per cent of the growth in receipts. That is why despite a Rs. 200 crore increase in appropriation to depreciation Reserve Fund and another Rs. 150 crores to Pension Fund, the net traffic receipts still show a larger surplus of Rs. 190 crores and net revenue is up by Rs. 200 crores. This leaves a higher surplus after paying a higher dividend to general revenues.

We may recall that in early years of this decade, the Railways faced constant shortfalls and had to take loans from general revenues

16.13 hrs.

[Shri Sharad Dighe in the Chair]

to meet dividend liabilities. The Railways have turned the corner. This is to be appreciated. The Railway Minister is justified in proudly declaring that railways have bettered their traffic record. The transport output of freight rose by about 27 per cent and passenger kilometres by about 19 per cent. And this traffic record combined with the rise in freight and passenger rates have brought about this happy financial situation.

We may also recall the decisions of the Board Chairman of the immediate past who ordered new patterns of freight traffic like long haul freight trains, greater electric and diesel traction, faster phasing out of steam locos, greater wagon turn around and so on. By doing so,

[Shrimati Kishori Sinha]

they wanted to create in railway men a commercial sense. Railways must primarily be and work as a commercial organisation where quality of service and charges are constantly sought to be matched.

Railways have therefore to be on guard against ticketless travelling. Bonafide passengers are quite often put to great inconvenience when unauthorised passengers get into the compartments. The TTEs' job should not end with once checking the tickets. They should frequently see that ticketless travellers do not crowd the compartments. There is leakage in wagon allotment and movement. These things should be put an end to. I would like to caution this House that the Railways cannot be run as a social service organisation and whenever they have to fulfil social obligations, the Government should pay for the services rendered.

I congratulate the Railway Minister and his staff for lifting higher freight traffic and even more for getting ready to lift as high as 400 million tonnes of originating traffic soon. They have achieved higher levels of productivity by all indicators put out by the Railway Ministry.

I would suggest to him to give greater attention to passenger trains' punctuality. These trains are habitually running late. You can imagine the hardship and mental torture of passengers when trains do not reach the destination in time. I appeal to the Railway Minister to take personal interest in this. Secondly, I would invite his personal

attention to the maintenance of coaches and other amenities of passengers. The levels of service in trains like Rajdhani Express are generally praiseworthy, but that cannot be said of other super fast trains, particularly in second class sleeper coaches. If you can find cockroaches even in air-conditioned sleeper coaches, one can imagine what would be the situation in the second class coaches.

I thank the Railway Minister for mercifully agreeing to our request to increase the frequency of Deluxe train from Delhi to Howrah via Patna from two days a week to four days a week.

It would have been better if instead of four days, Deluxe train would have run thrice a week and Rajdhani Express once a week via Patna, I would further suggest that the running time of Deluxe or other Express trains should be reduced at least by two hours between Delhi and Patna. An Express train should run between Delhi and Mughalsarai non-stop and then to Patna it could do this run in 12 hours.

While we are happy at an all-round improvement in performance of Railways, I must express my unhappiness over the neglect of Bihar. The Railway Minister has not given any new line to Bihar. The Members who belong to Bihar have submitted a memorandum in this regard.

Even surveys of new lines have not been undertaken in Bihar. I am particularly unhappy because I have been repeatedly pleading that in my Constituency of Vaishali there is tremendous tourist traffic potential,

particularly from Buddhist countries and there is imperative need for a railway line from Hajipur to Lalganj-Vaishali-Sahebganj-Narkatiaganj etc. This line will connect this area with Nepal as well. But not even survey of this line has been ordered. In reply to my letter I was told that Ganga bridge has opened and there is no need for railway line. It did not make any sense to me. I once again plead with the Minister to order the survey of this line along with traffic potential. I do hope he will not be impervious to our requests and appeals. I would like to express my distress at the number of railway accidents. Even though the number is less than that of last year, accidents due to collisions are high, which is a matter of concern. It appears that either men are at fault or the equipments are faulty. We cannot look at deaths due to accidents with unconcern even though number may be less. I agree with the Railway Minister that there can be no compromise where safety is concerned. I do hope necessary actions would be taken to make rail travel safer.

I would submit that it is necessary to take advance action now if railways have to reach the target of doubling of freight traffic by 2000 AD. The need is to improve the intake capacity along the Golden triangle route of Delhi-Howrah-Bombay-Delhi. The Minister is no doubt going in right direction of fast traffic on this route. Faster and even faster traffic is one way of tackling this problem. Equally important is to have alternate routes along side which is essential for both purpose of ready diversion in case there is any blockade along the existing track and in case of

serious over load. In this matter crucial gaps exist in creating this alternate route, for instance, Garhua Road, Ambikapur. Also if Gaya-Patna, Patna-Kial rail links could be upgraded and doubled an entire alternate route and a good bypass could be created. The other thing is to go ahead along the line of super 6000 H.P. (horse power) loco that the railways are thinking. In Europe and Japan Super fast tracks-that can allow per hour are already functioning like TGV in France and Bullet train in Japan. This should be the future pattern.

With the 400 million tonne freight and much larger number of passengers, much longer distances as the target, railway will have to think in terms of organisational structure also of the future. The present structure was meant for an age of slow moving traffic. Now it is different. The commercial sense that is visible at the level of operational staff is not often there at the level of maintenance staff. The correspondent of *The Hindustan Times* suggested recently that the two should be bifurcated and made more flexible responsible and more effective. The tracks and static assets should be run to take heavy loads. I hope the Minister will give thought to such suggestions to meet the future challenge. Let the Minister put this suggestion on his agenda for reaching the 21st century. The Railway have done well and I hope they will fare better.

[Translation]

SHRI KUNWAR RAM (Nawada): Mr. Chairman, Sir, although I want to include myself in the list of admirers of the Railway Budget, I regret to say

[Shri Kunwar Ram]

that in the matter of railway facilities, every region may have benefited but the position of Bihar even today and particularly of my constituency which has remained backward since ages....(Interruptions) I would like to request the hon. Minister of State of the Ministry of Railways to pay some attention to my submission as well. I want to draw your attention to those areas which are backward in the matter of railway facilities. When I received the new year greetings from the hon. Minister, I felt that my constituency did succeed in capturing his attention. I was very happy on getting this indication but when I found no mention of my constituency in the Budget speech or in the Budget statement. I felt insulted. If need be, I may go on fast unto death at his residence for this purpose. No provisions have been made in this Budget for providing railway facilities in my area. I want to inform the hon. Minister that the railway platform at stations in my constituency are in a deplorable condition. The Gaya-Nawada section is a single line and it connects the Grand-cord line with the mainline. The platform there is very unclean and filth is scattered all over the place and whenever I go there, I get pulled-up by the local people waiting on that platform which is no better than a lavatory. Our condition is very serious. I have constantly been drawing the attention of the hon. Minister in this direction. When the hon. Minister was about to present the Budget on the 23rd of February in the House, I came to know that the General Manager of the Eastern Railways was going to visit my area.

rushed there immediately so that I could draw his attention to the poor State of affairs in my constituency but my requests were not accepted. You should take this matter seriously, otherwise I will have to sit at your doorstep and undertake fast unto death because I represent that area. What reply should I give to the people of my constituency? I have been crying in vain for the past 9 years that my area has been completely neglected in the matter of providing railway facilities. If this happens then I shall have to prepare myself to sit on fast unto death. Although, you pay little attention to my requests, I would still like to include myself in the list of the admirers of the Budget, because this Budget has given a new light. It has provided relief to the poor. For self-interest, I should not criticise the budget as a whole, and utter such words against it which may adversely affect the country and the society. Therefore, I want to include myself in the list of admirers and welcome the Budget. However, I want to submit and I have urged you several times, I have even stopped you on the road and requested you with folded hands while you were waiting for your car, to provide a train for my area. A new train should be introduced from Delhi to Howrah which may go *via* Gaya-Nawada and Kuel. I have been pleading for it for the past 9 years and you have stated that you will consider. A direct express train was introduced only once on this line in 1972-73 and thereafter it was discontinued and never restored. This is a very serious matter. I will request you to consider it seriously. If you do not do so I shall not contest the elections again. This is a major

issue of our constituency. I am speaking the truth and I am not speaking any political language. This is the sentiment of the people of that area which is finding expression in my speech. This is the voice of 10 lakh people of that area. I am merely expressing the sentiments of those people. If you take it seriously, it will be kind of you and if not, I will have to think of resorting to some other way.

Sir, there are some more points to make. Magadha Express which starts from Patna for Delhi is often late in reaching Delhi. During the last 9 years period, that train would not have reached Delhi in time for not more than 5 per cent of the days and it has been late for the rest of the 95 per cent of the days. Even if you slightly advance the departure time of this train, I think that this train will not leave the platform in time.

The extent to which this train is ignored can be proved from only one example which I am citing. On 15th, Magadh Express left Mugalsarai in time but it was stopped at Kahanagar. When I asked about the reason for the stopping of the train, I was informed that this was being done to clear the line for the Rajdhani Express. However, when Magadh Express got the clearance, I came to know that the Rajdhani Express had not reached there till then and despite that the train was stopped and we reached one and a half hours late.

The Railway administration should pay attention to such carelessness.

Patna is the capital of Bihar. There is no direct train available for Nawada from there. We are not able to reach Nawada directly. In my

Parliamentary constituency, there are three such assembly segments whose people have never seen railway trains in their lifetime. In this situation you can understand as to what those people will think about my role in the Lok Sabha.

Finally, I will request that the Patna-Mugalsarai line may be electrified. By when it is likely to be completed? It is a very busy line. Several good trains run on this line. It is also in a very good condition. What difficulties do you find in electrifying this line? I cannot understand as to why attention is not being paid in this direction.

I thank you and welcome this Budget wholeheartedly. In the end, I want to include myself in the list of admirers of this Budget.

SHRI C. JANGA REDDY (Hanamkonda): Mr. Chairman, Sir at times I hesitate to congratulate the hon. Minister of State of the Ministry of Railways. I have written 4 letters to him during the period of one week. I invariably get a negative replies from him. He has never given favourable replies to my points.

It is said that he has several achievements to his credit. However, the price of the railway time table has been raised. It now costs Rs. 5 and is also in short supply. The Railway time table is for the convenience of passengers and should be sold at subsidised rate of Rs. 2.

Whenever we make a request to provide a stoppage for some train, it is stated that it will delay the long distance passengers. This means that you want to deprive the people of those areas of this facility. A criteria should be made for providing

[Shri C. Janga Reddy]

stoppages of trains. The yardstick may be population of the place or its being a tehsil headquarters etc. The Konark Express and Minar Bombay Express starting from Hyderabad has its first halt at Kazipeth. The next stoppage is at Kammam and next to that is at Vijaywada. However, a stoppage was provided at Madurai in between, because hon. Shri Vengal Rao had demanded for it. This place has a population of 15 thousand only still it was provided with a stoppage, whereas stations with a population of 20 to 30 thousand were denied this facility. I want to submit that at a place like Golkunda where the bus services are not available and trains run only in the morning and from where chillies worth Rs. 3 crores are exported per year, you provided stoppage after much persuasion after repeated correspondance. If a train is available in the morning it is not so in the evening and vice-versa. It takes 24 hours to reach Hyderabad from Kazinagar Adilabad district, which is a naxalite affected area whereas one can reach Delhi from Ballarshah within 20-22 hours by Tamil Nadu Express. A new train called Bhagyanagar Express has been introduced which starts at 4 a.m. and reaches at 11 or 12 in the noon. But in the absence of a return trains, the people who go there with the purpose of work are unable to return. Therefore, a train for return journey should be introduced for the convenience of the people. Similarly, Kagzia superfast express has been introduced for the Government employees to attend their offices in time and this train is given maximum priority in matter of clearance. The

Charminar Express starts at 6 and reaches at 9.30 and goes non stop except for a halt at Secunderabad. If we demand to provide a halt on the way, it is said that it is a superfast train. What I mean to say is that attention should be paid when something is suggested by a Member of Parliament but it is regrettable that attention is not paid towards it. *[Interruptions]*

There is a station named Kakinada near Samarkonda. Godavari Express meant for Vishakapatnam and Gomati Express and Kakinada Express go to Kakinada. The bogies are detached from other trains and attached to the train going to Kakinada. This train does not stop at any station e.g. Warangal, Khamam etc. as this is a fast train. We want to ask for halt at Jalgaon, but it is said that there is no need for it. One can go to Kazipet by Kagazia Express or any other train and board the other train from there. Coconut, Mango and banana trade is carried there. I want to say that Gomoti Express, Godavari Express etc. have been introduced to serve the people of Andhra Pradesh. If these trains do not stop at Tehsil or Taluka headquarters then what is the use of these trains. One can board the train from other station, therefore it is stated that there is no problem. A superfast train should be introduced for Kakinada. The Chamber of Commerce of that place welcomed the D.R.M., he gave an assurance like a Minister. The work which cannot be done by a Minister, can be done by D.R.M. If you have good relations with General Manager or Commercial department, then there is no need of writing to the Minister. Kaktiya Express leaves in the



morning and returns in the evening. Similarly, you have also cancelled passenger trains bound for Warangal and Bhagya Nagar. These should be restored because people intending to go to smaller stations face great hardships. A fast passenger train should be provided for this purpose. The site of coach factory which was likely to come up in Kazipet has been shifted to Punjab in the name of national integration. The people who are demanding Khalistan, have been given coach factory so that they may get employment. You had acquired land for constructing electrical loco shed at Kozipat, it is being resold. Mr. Chairman, Sir, if you ring the bell, my heart also starts beating. If coach factory has not been set up, let us have at least electric loco shed. Similarly, trains bound for Madras should be diverted via Bibinagar and Nadikudi so that passengers can avail of the facilities. Similarly, there is no train for Adilabad which is a big district. It takes two days to reach Jaipur and Ajmer by train, therefore, a superfast train should be introduced for the purpose. No berth has been provided for going to Tirupati in Golkunda Express. The Tirumala Express which comes from Kakinada has to resort to shunting for attachment. Some bogies are attached at Vijayavada and some at Kakinada, only then it becomes Tirumala Express. No sleeper is attached with Golkunda Express. How can one travel sitting with his family members for 12-14 hours. You do not pay any attention to it. Direct compartment has been removed, there is no arrangement for shunting. Six bogies come from Kakinada, two more bogies should be attached to it. I had to wait for 3 hours for going from

Sikandrabad to Golkunda. No announcement is made about the platform on which the train would come. There is no first class waiting room. There is a waiting room at a distance of 1 k.m. away. Steps should be taken to improve the situation as soon as possible. Bed-rolls are not provided in Tamil Nadu Express, towel too is double the size of handkerchief. It is used to clean hands after taking meals. We pay for it, you do not provide it free of charge. If you entrust it to a private party, he will supply good material. A big towel is provided in A.P. Express. There is no proper drinking water arrangement in Howrah Express and the same should be improved. Being a Member of Parliament, I got reservation but my companion did not get the reservation as both of us were in the waiting list. Therefore, he did not get the reservation. If my wife is my companion and she does not get reservation, it can create problem. I cannot afford to take her by aeroplane. Therefore, I would suggest that you should amend your rules. I also want to say that I had written a letter to you about land grab incidents between Varanasi and Allahabad railway line, but no reply has since been received. Along with this, I had also written about bungling of Rs. 2 crores in electrification of lines in Vijayavada but this matter has not been investigated so far. This is the last railway Budget of this Lok Sabha. You may come after re-election but who knows whether you may become Railway Minister or a Chief Minister of Madhya Pradesh or something else. I, therefore, urge that you should get the matter investigated viz. land grabs on

[Shri C. Janga Reddy]

Varanasi-Aillahabad line and I should also be informed about it. Similarly, I would be grateful if a reply is sent to me about the bungling of Rs. 2 crores in Vijayavada before December.

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho): Mr. Chairman, Sir, the railway budget which has been presented under the leadership of the Prime Minister, is really praise-worthy. An example has been set with regard to the development of Railways and the work which the Railway Minister and Railway Ministry has done for clean administration is commendable. There has been all around development during the last four years. I heartily congratulate Railway Minister and the Department of Railways for this. Many speeches have been made just a while ago, you must also have heard them. Such an atmosphere has been created as if our Railway Minister who comes from Madhya Pradesh is going to spend the entire budget for providing rail facilities to Madhya Pradesh and all the lines are being routed through Madhya Pradesh. Whereas on the contrary, it is a reality that Madhya Pradesh is being ignored and has been ignored during last 40 years. Hon. Minister, I have great expectations from you and I had hoped that you will bring improvement in our State which is backward in respect of rail facilities. Although, the whole Madhya Pradesh have minerals in plenty, the area which has maximum potential of minerals in Madhya Pradesh is not being exploited due to non availability of trains for transportation.

Therefore, no industrialist is coming forward to make investment there. A district in Madhya Pradesh which is adjacent to Kerala State, there is not a speck of railway line. There are no rail facilities in Vindhayachal in Bundelkhand which is represented by me. We are moving towards 21st century but there are people in my constituency who have not seen railway line so far and an impression has been created here that railway Minister is taking away everything for Madhya Pradesh. Madhya Pradesh is the most backward area in so far as railway is concerned. You may also have a look at average railway line, the state-wise position according to the criteria of 'per thousand square kilometre area. It is 43.4 in West Bengal, 30.3 in Uttar Pradesh, 42.6 in Punjab, 30.5 in Bihar, 33.4 in Haryana and 13.0 in Madhya Pradesh, 12.0 in Orissa it is less than even our state. We concede that our Railway Minister is paying special attention towards Orissa and provision has also been made in the Budget for the purpose. If there is any State more backward than Madhya Pradesh, it is Orissa but we should not forget that Madhya Pradesh lies in the middle of India. You may run any train from North to South. This will pass through Madhya Pradesh, you may introduce any train from east to west, this will also pass through some corner of Madhya Pradesh. If you ignore such railway lines, then Madhya Pradesh will come after Orissa in average, you can go through the figures. We expect justice from you and justice should be done to us. We do not desire that injustice should be done to anyone but justice must be done to us. I know that you are very sensitive and therefore, you should

not do injustice to Madhya Pradesh but try to remove the backwardness of Madhya Pradesh. It is your as well as our duty to work for the development of Madhya Pradesh.

Now, I would like to draw your attention towards Khajuraho. Hon. Minister, Sir, 40 years have passed since independence but we have not been able to introduce a train upto world-famous tourist place viz. Khajuraho while rail lines have been laid for many other less important places. I understand that lakhs of tourists come to Khajuraho from within the country and abroad. We have to arrange 3-3 flights a day to carry tourists to and for Khajuraho even then we fail to cope with the rush. You have not paid attention towards Khajuraho during the last 40 years. Recently, President of Sri Lanka, Shri Jayewardene visited Khajuraho and many other world leaders go there and they have to face great hardships. It is sorry state of affairs that you have not been able to lay rail lines for such an important place.

Now, I would like to draw your attention to the problems being faced in my constituency. The Jhansi-Manikpur railway track is very old. I request you to convert this line from metre gauge to broad gauge. I am grateful to you for introducing an Express train from Gwalior to Howrah. The passengers will be greatly benefited if this train is run on 4 days in a week. Secondly, you should make arrangements to issue tickets for this train at other Railway Stations also, which is not the case at present. The train may be running, but how can I board the train when a ticket is not issued. Tomorrow, your officers will suggest discontinuance

of the train because it will not make profit and you will accept their suggestion. That is why I request you to run the train on 4 days in a week but also make arrangements to issue tickets at the other stations.

There is a place called Chapran near the river at Harpalpur—which is very close to the Railway station. As there is no gate at the crossing, frequent accidents take place there. Many times, children have a narrow escape, Killing of animals by trains and other accidents at this site is a common occurrence. I request you to pay attention to it.

You have announced a number of concessions in the Budget and have presented a Railway Budget which deserves high commendation. In this connection, I would like to request you not to bother the freedom fighters to obtain tickets every year. They are very old and their number is shrinking. You may please issue them tickets for three years at a time, which may be renewed after expiry of that period. Secondly, you have announced a concession of 25 per cent for persons of 65 years and above. Why don't you make this concession 50% as in the case of others. I am also joining the category within next few days. I have already told you about the Gwalior-Howrah Express. taxes. But I would like to know from you the reasons for reducing the Railway Budget in each successive Five Year Plan, as will be seen from the statistics. On the one hand, demand for railways is going up, we want maximum development of the railways and on the other hand, we go on reducing the provision for railways in every five year plan. Will you please ask the Planning Commission to increase the

[Shrimati Vidyavati Chaturvedi]

allocation for the railways. The concessions announced by you are fully justified.

The Malwa Express should stop at Lalitpur. For the people going to Tikamgarh from Bhopal and Indore, Lalitpur is the most convenient station. We will be grateful to you if you provide a stop at Lalitpur for Malwa Express.

I thank the hon. Minister for his announcement to undertake a survey for Khajuraho-Lalitpur line. I would like to suggest that this line may please be extended upto Khairada Junction, which is only few kilometres away on Lucknow-Kanpur section. Please do not confine it to merely conducting survey since survey has been conducted several times. So I appeal to you to give it a practical shape and submit concrete proposal to the Planning Commission for approval. It is within your powers. One of my colleagues said that he was pursuing a particular demand for the last 9 years, but so far I am concerned, I have been saying it for the last 22 years that the people of this area have been looking very expectantly towards you for sanctioning this work. Keeping in view their aspirations, you may please start work on this line at the earliest. With these words, I support the Budget and thank you for presenting such a nice Budget.

[English]

DR. PHULRENU GUHA (Contai):  
Mr. Chairman, six minutes are given

to every Member. As you understand, we can hardly do anything within six minutes. But still I respect the orders.

I start by congratulating the Prime Minister and the Railway Minister for presenting a well-thought railway budget for 1989-90 which depicts a very scientific approach to the problem of the railway system. I commend the young energetic Railway Minister and the Deputy Minister and the lakhs of railwaymen for their sustained efforts to carry on work with all sincerity. I am very glad that some concessions have been given to deserving citizens. But, freight charges have been increased. The result will be that there will be increase in the price of some common man's daily articles.

Maximum earning of railways comes from the second class passengers. So, provision of all facilities to second class passengers should be provided as are being provided to upper classes.

There is no proper catering arrangement on most of the railway stations. Platforms of small stations do not have sheds. There must be waiting rooms in all junction stations.

I am glad that there are some new lines but I am sorry that there is no new line in West Bengal.

Unless the lines which are started are not completed quickly, of the price of construction will go up and the development of those areas also suffers. I request the hon. Minister to see that on-going projects are completed without further delay.

**17.00 hrs.**

Sir, Digha is the only place in

West Bengal where people can go for a holiday near the sea. For the *Digha-Tamuluk* line, last year about Rs. 3 crores were allotted. But in spite of the letters written by the hon. Minister to the Chief Minister of West Bengal to acquire land for this railway line, nothing has been done so far. The result is that the large amount of money earmarked will not be utilised this year.

In this connection, with great pain I would like to mention about one important thing. The largest aquarium in Asia is under construction in Digha. The work has almost been finished but some land is required for building of residences for technicians. But uptil now no land has been acquired. With a view to attracting foreign tourists to Digha, The Department of Tourism of the Central Government has sanctioned money for the construction of lodges and cottages. Some money has already been released to West Bengal Government. But no building work has yet started.

Sir, I would also like to mention the case of Metro Railway and the Circular Railway projects of Calcutta. these two projects are getting delayed again because the State Government is not handing over the land and not removing the encroachment on the existing railways. It is difficult to understand the attitude of the Government of West Bengal. They blame the Central Government for not giving money. I have quoted a few not giving when the Central Government allotted money but the Government of West Bengal is not moving ahead. I would request the hon. Railways Minister, if he can, to strain his resources further and complete these

important lines. I would specially mention the case of *Tamluk-Digha* line. This is a very important project. The allocation made for this purpose has been only Rs. 3 crores for the year 1989-90. I understand why this project is getting delayed. It is because the State Government is yet to hand-over the required land to the Railway Minister. My request to the Railway Minister will be to exert pressure on the State Government to complete the land acquisition process quickly so that the work can progress properly.

Sir, I welcome the Railway Budget and urge upon the hon. Minister that the suggestions submitted by me be fully attended to.

[Translation]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Chairman, Sir, I welcome the Railway Budget for 1989-90 which has been presented in the House. The most significant thing in this Budget is that the passenger fares have not been increased. It is a welcome step and the people have also welcomed it. The freight increase of 11 per cent had become inevitable. Had this increase not been effected, we could neither provide funds for development works nor pay the full dividend of Rs. 805 crores which we were requested to do. I welcome all these steps. I would like to suggest that concession may be given in freight charges on transportation of commodities like foodgrains, sugar, pulses etc. It will make the people feel happy.

The concession extended to old

[Shri Virdhi Chander Jain]

persons aged 65 years is also a laudable step taken by our young Minister but the condition of travel beyond 500 kms. should not have been there. If this condition is removed, the people will further welcome the measure. In this connection, I would like to state that the age limit should be 60 years for women. This will help both the wife and the husband to avail the facility. I am confident that this suggestion of mine will receive all round support.

Now, I take this opportunity to refer to the problems of my constituency. The distance between Barmer and Agra is 900 kms. and the state capital Jaipur and Jodhpur city are on the way. The condition of the coaches of the train running on this section is worse than those of the passenger trains. The coaches of this important train running between Barmer and Agra Fort should be replaced by new coaches immediately. The condition of the first class coaches in this train is worse than that of the second class coaches of trains on other routes. These need to be changed. After reaching Jaipur from Barmer, this train runs like a passenger train upto Agra. If this train is linked with Taj Express it can become an important train and it will also be easy to attach good coaches to this train. This is my suggestion.

Secondly, last year, we experienced a lot of hardship when the train services from Barmer to Balotra remained suspended for one month and from Barmer to Munabao for two months due to dust storms.

The hon. Minister is also aware of this problem. In order to avoid this situation in the coming summer season, as a temporary measure bulldozers may be used to remove sand dunes between Barmer and Balotra, Barmer and Munabao and Jaisalmer-Jodhpur lines and at the same time the afforestation scheme, which is not being implemented speedily, should be expedited.

The Planning Commission had sanctioned survey for lines from Sawai Madhopur to Jaipur, Phulera, Merta to Jodhpur and the Railways have completed the survey work. I find that Madhya Pradesh is not a developed State in the matter of Railways, rather it is an under developed region. The same is the case with regard to Rajasthan which is very backward in the matter of development of railway facilities. There is no broad gauge line even in Jaipur, the State capital. If you want to satisfy us, you should make suitable provision in the Budget for 1989-90 and start work on broad gauge line this very year. Then only we can believe you because we have already suffered. Jaipur falls between Ahmedabad and Delhi and the survey of this line has already been conducted 20 years ago. But no further step in this regard has ever been taken and no budgetary provision has been made this year also. I request that suitable provision for this work should be made in this year's Budget. The railways had proposed to cover the Line upto Jodhpur in the first phase and decided to connect Barmer and Jaisalmer in the second phase. But no mention has been made about the survey of even Barmer and Jaisalmer segment. A high quality

limestone has been found in Jaisalmer. This limestone is being supplied to Steel Plants at Bokaro and Rourkela. It is used in processing of steel. Now it is being imported from Japan. The Steel Plants as well as the Defence Ministry have offered to make their own contribution and have made a request to the Government in this regard. If the Department of Railways, the Steel Plants and the Defence Ministry take steps jointly in this regard, a railway line can be laid upto Jaisalmer. The limestone can be used with the construction of a broad gauge line and the gain resulting therefrom will far exceed the cost of construction of this line. It is, therefore, necessary that a broad gauge line from Sawai Madhopur to Barmer *via* Jaipur, Jodhpur, Jaisalmer should be constructed at the earliest. I request you to take necessary steps in this regard.

As regards the Plan allocations I would like to say that the provision made is very meagre. I request you to persuade the Central Government and the Department of Planning to increase to plan allocation so that you could undertake greater development work.

I would like to submit that the P.S.L. train from Pachpadara should be extended upto Barmer *via* Balotra. It is useful from commercial point of view also. I have submitted a memorandum in this regard. I also request that the two three-tier coaches withdrawn from 62 DN. Mandor Express should be restored.

With these words I support the Budget.

17.11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

[*English*]

SHRI ATAUR RAHMAN (Barpeta): Mr, Deputy Speaker, Sir, I do not want to embarrass Shri Madhavrao Scindia, our very popular Minister with more praises. I think he is one Minister in the Government of India who is recipient of maximum number of congratulations. He has done very well in presentation of the Railway Budget. He is a good exponent in that way. He has beautifully painted the canvas supported by pillars of statistics.

But, Sir, statistics can be very deceptive at times. People do not go by statistics on the railway platforms or when they travel. They want comfort and safety while travelling. I do not say that improvement has not taken place. Improvements have taken place but we want much more. The snag is, of course, finance. Everybody has said here that finance is not forthcoming but in a country of the size of India where the population is going to beat the population of China in 10-12 years should we not think of something else? Should we not get finance from outside India and from international sources not necessarily from World Bank? We can even get finance from money market outside the country and that only is going to solve the problems of the Railways and not the Planning Commission.

Planning Commission will all the time say they have limited

[Shri Ataur Rahman]

resources. they have to please everybody. Railways is such a subject that it should think on lines of getting funds from international sources. I do not know if there is any such source being tapped but I know and I have information that such funds would be forthcoming if proper approaches are made.

North-East has always been neglected and discriminated. It is not only North East but even Bihar and West Bengal have been neglected. Year before last about 70 to 80 MPs had signed a representation which was submitted by me to the Railway Minister asking for improvement of travel facilities in the North-Eastern area including Bihar and West Bengal. What has been done, I don't know. We particularly asked for doubling of railway lines. I am told that something has been done but the progress is very very slow. So, I would insist on doubling of the railway lines.

We have more specific needs. But I will cut short by saying that these are my demands: Number one, doubling of railway line to Guwahati. It is being done partially. The next is bi-weekly goods train. Assam is the costliest State so far as foodstuffs are concerned. It is said, west of Suez in the world in the eastern region, Assam has the highest cost of living. So, bi-weekly goods train is a must. We must have it. There is enough traffic. Every day, thousands of buses are coming and going. There is a truck lobby which would not allow this goods train to run

between Delhi and Guwahati. I forewarn. I hope our Railway Minister will not take notice of what notes come from down below. But I can see that there will be some influence always exercised about the introduction of the bi-weekly goods train.

Then, we had asked for shuttle trains for nearabout Guwahati because we do not have many roads. The Railway has taken the main chunk of roads and land from us. If you don't want to shift the railway line, give us at least some shuttle trains to begin with. We can at least tell our people: Look, these are the things which Railways have done. But we don't see much of work to help the people of Assam in this respect.

MR. DEPUTY SPEAKER: For most of the time you spoke, you have praised the Minister. Therefore, he will take up. Don't worry. Now, what is your demand?

SHRI ATAUR RAHMAN: I have already said about doubling of Delhi-Guwahati railway line and shuttle trains and now, of course, flyovers.

Another important point is about the reduction of travel time between Delhi and Guwahati. We feel that we are left behind, we are dismembered branch of the whole mainland of India. We want to come nearer Delhi. So, we want reduction of time so far as travel time is concerned. If it goes against certain interests like small



stations falling *en route*, I think, the Railway Minister will introduce at least two direct trains from Delhi to Guwahati and take one train which is Assam Mail. He can have as many stoppages as may be necessary to please the people *en route*.

The next important point which I want to take up is that the budget does not present the picture of security. Law and order is the subject of the State Government. But law and order, particularly crimes in trains, is an equally important subject which should have found some mention in the speech of the Railway Minister but it is not there. So, I would suggest that in future this aspect of crime and security should be projected in the Railway Minister's speech. It is done when law and order is discussed by the Home Minister. But it is an integral part of the railway operation. Otherwise, people will not feel safe. There are lot of things to speak about the safety aspect of running trains. Since the time is running out and since you have already warned me, I won't be speaking any more. Thank you.

[Translation]

SHRI VISHNU MODI (Ajmer): Hon. Deputy Speaker, Sir, I want to thank the hon. Railway Minister because Railways has made all around development during his tenure. This has been possible because of the discipline in every sphere of the Ministry.

Hon. Deputy Speaker, Sir, I agree with my colleagues who have said in their speeches earlier that on one side Planning Commission says that industrial growth will not reach 6 per cent in the 8th Five Year Plan because there is no infrastructure of railway transportation, on the other side when Budget allocations are made, it appears that step motherly treatment is being given. Demands are made on the Railway Minister from all sides, and consequently there are problems. I had many things in my mind but keeping in view the financial and budgetary constraints, I would like to draw attention of the hon. Minister mainly to one thing. A broad gauge line is being laid from Sawai Madhopur to Jodhpur. This will run from Jaipur to Phulera via Medath. Not much funds would be required for it. Ajmer is an important place. There was time when British Resident used to stay there. You will not take it otherwise if I say that it was Gwalior which handed over Ajmer to the British Resident so that he could govern Rajasthan, Madhya Pradesh and Gujarat properly from there. Later, when the country became independent, Ajmer was a separate State. It is an important religious place as Khawaja Sahib's *Durgah* and the Hindu Pilgrim Centre Pushkar are located there. A broad gauge line *via* Medath is to be laid and according to the State Government conversion of metre gauge line would involve an expenditure of Rs. 20 lakh per Km whereas if a new line is laid it would involve an expenditure of Rs. 30 lakh per K.M. There can be some difference in these figures and the figures given by the Railway Ministry.

[Shri Vishnu Modi]

It is my humble submission that you should extend it from Phulera to Ajmer *via* Rupangarh and should link it with Medath. This will connect this religious place which is important for both the Hindus and Muslims and people of the area will always be grateful to you.

Sir, in addition to this, Ajmer is the gateway to Rajasthan's heart land Mewar and Marwar. A superfast train runs from Agra to Jaipur. I would like to request that this train should originate from Ajmer, because it will benefit the people of Mewar and Marwar and they will get a direct link upto U.P. I understand there can be some Operational difficulties but then this will not only benefit people of Ajmer but also people of the whole Rajasthan.

I want to draw the attention of the hon. Minister towards some poor classes of Ajmer. These people sell 'Moodhas'(stools). Earlier, the Railways used to carry them by weight but now they are carrying it by volume. This has been done in a bid to collect more and more revenue from all sources. My submission is that they belong to very poor class and they are engaged in a very small trade. If they are forced to pay this heavy freight rate they would be thrown out of employment and would suffer a lot. Their livelihood is in danger. I therefore, submit humbly, that their goods should be carried by the Railways by weight and not by volume.

In the end, I want to say that the broad gauge line which is being laid should be routed via Ajmer and Pushkar, because this will not involve much expenditure whereas it would benefit the people to a great extent. In addition, the superfast train from Agra to Jaipur should be originated from Ajmer and 'Moddha' trade which is in danger should be helped by charging freight according to the weight. I hope that hon. Minister will pay attention to my points. With these words, I conclude.

SHRI CHANNAIAH ODEYAR (Davangere): Mr. Deputy Speaker Sir, I am extremely happy to take part in the discussion on the Railway Budget for the year 1989-90. The honourable Minister has achieved landmark in various aspects to improve the railways in the country. Many new lines have been sanctioned. I congratulate the Hon'ble Minister for his achievements. I hope he would overcome the financial constraints and achieve many more laurels.

I am sorry to inform this august house that Karnataka has been neglected by the Railway Ministry. I have to be critical about this negligence of the Ministry towards my state Karnataka because many of the works taken up earlier have not been completed till today.

The conversion of metre gauge into broad gauge between Mysore and Bangalore is pending for the last several years. The amount allotted for this purpose is very meagre and at this rate the conversion work may

\*Translation of the speech originally delivered in Kannada.

not be completed for several years. I request the Hon'ble Minister to complete this conversion work early. Rayadurga-Chitradurga line has not attracted the attention of the Hon'ble Railway Minister. Another very important line which has been totally ignored by the Ministry is Kottur-Harihar line Bellary has abundant mineral ores and the transportation of these ores to Mangalore is fully dependent upon this railway route. Unfortunately there is no improvement in this regard. I request the Hon'ble Minister to take an early decision in this regard. Bombay-Miraj-broad gauge line should be continued as broad gauge line up to Bangalore. This conversion work should also be completed at the earliest. Mahalakshmi Express which come from Miraj was going upto Bangalore. But abruptly a decision has been taken to halt this train at Arasikere and to divert it towards Mangalore. This will cause a lot of inconvenience to the people who would intend to go to the Capital city of the State. I do not understand why this sudden change has been made. I request the Hon'ble Minister to rectify this matter.

Davanagere is my constituency with a vast population. Davangere city is growing very fast and it has a population of more than three lakhs. The railway line is in the middle of this city and it poses various problems of communications. The people are very much agitated. Hence the construction of overbridge in this city must be taken up at the earliest and it should be completed very soon.

Jgnanabharathi University Campus is just 16 Kms away from Bangalore city. Many students, Teachers and

other employees of the University have to travel from Bangalore to University Campus every day. Hence it would be very convenient if the train which runs between Bangalore and Mysore stops here. A platform should be constructed here to facilitate the University employees.

Karnataka Express which runs between New Delhi and Bangalore takes more than 45 hours and the journey is very tedious. Hence there is great demand from the people of Karnataka for the introduction of a Super fast Express train between the capital city of the country and the capital city of my State Karnataka.

I hope that the Hon'ble Minister would look into all the matters that I have raised here and take immediate action about them. Sir, I thank you for giving me this opportunity to speak on this important subject and with these words I conclude my speech.

SHRI RAM PYARE PANIKA (Robertsganj): Mr. Deputy-Speaker, Sir it is true that transportation is a very important requirement for economic development. When the 7th Fiver Year Plan was launched, it was decided to take important steps in every field. The aims of this plan was to increase utilisation of existing resources, production and to modernise the system. We have observed that Railways has attained great achievements in these fields during the plan period particularly during the last three years. Our colleagues on both sides who have acclaimed the achievements in the field of railway thanked the Railway Minister for it, I include myself among them and support this Railway Budget wholeheartedly. We

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are indebted to the Ministers the Ministry of Railway during the last ten years but still one thing remains. Deficit financing has persisted in the Railways. To say the least we have not only covered up the losses but also generated so much of general revenue that we don't have to depend on the planning commission. Since the 2nd five Year Plan the allocation has decreased from 15 per cent to 9 per cent. We had a poor rolling stock and most of the lines were in a state of disrepair but in spite of that the progress we have made is praiseworthy. I want to say that if the economy of the country has made any progress in spite of calamities, droughts and floods during last 3-4 years, the credit for this goes to the Railway Ministry to a great extent. Shri Madhu Dandavate also spoke on the subject and I would like to point out that there were least achievements by the Railways during his tenure. During his time, not to speak of carrying coal for power houses, coal was not even available for trains. There was an acute shortage of coal. But Railways has accomplished the work of carrying coal to power houses quite well during last 3-4 years. How can we forget this achievement of railways that at every Super Thermal Power Station there is coal reserve for at least one week to one month at present. We have seen difficult times also. There is the need at present to highlight our achievements. This has been possible because of the far sightedness of our Railway Minister. I do not want to go into figures but I want to tell you in short that we earned Rs. 663.86 crores

during 1987-88. We have not only earned profit but also shown a surplus of Rs. 84.29 crores. We have earned Rs. 719 crores in 1988-89 and this year we are going to earn Rs. 805 crores. You may have observed that the whole trend was towards the deficit in the earlier years but due to farsighted policies adopted by our Railway Minister and the hard work of our Railwaymen, the Railway department is progressing day by day and is earning huge profit. Not only this, the Railways has established new records in almost all the fields whether it is loading or passenger traffic, passenger amenities, track renewal or any other field. A sum of Rs. 5 crores was earmarked for passenger amenities in the Sixth Five Year Plan. This was increased to Rs. 15 crores in the 7th Five Year Plan and this year it been further increased to Rs. 25 crores. When our Railway Minister felt that there is a need of a separate directorate for passengers amenities, he opened it immediately. I hope that the passengers will not face the small difficulties any more which they faced earlier. Our Railway Minister and his Ministry are accused of partiality in this House. I would like to tell my colleagues in the opposition that if they have no time to go through the Budget then they should at least go through other relevant documents that have been made available to them. I am of the opinion that their ideas will change thereafter.

Since you are ringing the bell, I do not want to take much time. I would like to tell that Railways are our life

line. The funds has been distributed equally to all areas whether it is in the field of doubling the railway lines, computerisation or any other field. While allocating the funds, attention has been paid to all the areas. The funds have been distributed equally to bring at par the developed and the backward areas. I feel that nobody will be dissatisfied by the provisions of the Budget. But in spite of that if some people talk about partiality to Madhya Pradesh, I think it is very unfortunate. I wonder when this beautiful Budget which has tried to manage the economy, is criticised. An hon. Member of the C.P.M., who is also the Chairman of P.A.C. has said certain things which are politically motivated. By the way any Member of this House can be the Chairman of P.A.C. but he has issued a statement that Railways has refused to give funds in his State. As far as I know the State Government has not provided land. Had the State Government provided land, a provision could have been made in the budget.

SHRI BASUDEB ACHARIA (Bankura): It is not a statement, it is the P.A.C. report.

SHRI RAM PYARE PANIKAR: But P.A.C. is an important committee, of the House. He has insulted the House and the committee by issuing a statement in that capacity in the House as well as outside. He has made a statement which is politically motivated and far from facts. I know what is happening in India and where. I know that there has been a great improvement in the economic situation of the country, which has not only been appreciated the country but also abroad by the economists. The Railways are no

more suffering any losses, instead it has started earning profits. The credit goes to the Railway Minister. In spite of this our colleagues in the opposition think that we are on the verge of bankruptcy whereas the people of the world are astonished at the way inflation has been controlled in India. We took some steps but we managed to check it. We have controlled prices under severe drought and not only ration and grain were carried but also drinking water was supplied through tankers. We should not forget this. Not only this, they helped the people in time of need.

I think that not only India but the entire world was looking towards the arrangements to be made for *Kumbh Mela*. The facilities provided to the passengers have been appreciated throughout the country. Indeed there was no difficulty at all.

56 per cent of the Railways has been electrified where as the total electricity generation in the country is only 25 per cent.

I want to tell those who level false the department has made all around progress. I want to suggest that Railwaymen too should be honoured on 15th August and 26th January. The Railways have proved beyond doubt that the enterprises can be run profitably, no matter if it is a Government undertaking or a public undertaking. RITES and IRCON have achieved far greater success than was expected of them.

In the end, I thank the Railway Ministry again and particularly the Railway Minister for presenting a balanced Budget keeping in view the

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aspiration of the people of the country.

**SHRI JANAK RAJ GUPTA** (Jammu): Mr. Deputy Speaker, Sir, a number of programmes have been formulated for poverty alleviation and for the welfare of the poor, labourers, farmers and low paid employees by the Hon. Prime Minister Shri Rajiv Gandhi. He has also taken steps to implement these programmes as a result of which our country has made commendable progress. The Budget presented by the hon. Railway Minister is also a step in that direction.

While presenting the Budget the hon. Minister has seen to it that railway fares do not go up. Nor has there been any rise in the freight charges of the goods produced by the farmer, labourer or the agriculturist. Concessions have been given to the old, gallant, award winners and the freedom fighters. He has taken these steps and presented this Budget with a view to improving the lot of the poor and alleviating poverty. I congratulate the hon. Minister for this.

While there has been no rise in the railway fares, many such programmes have also been included in the Budget which will facilitate expansion of Railways in order to benefit the people especially, in the remote and hilly areas. The steps which are proposed to be taken for the welfare of the people living in backward areas whether it is Jammu and Kashmir, Himachal Pradesh or North Eastern States, will prove to be extremely beneficial.

Apart from this, a number of steps have been taken for the welfare of the poor employees working in the Railway Department. There is a provision for the construction of schools for the children of poor employees and for giving them loans for constructing houses. This is a commendable step. Though the poor can get loans through various other schemes, yet it will be even more convenient for them to get loans through this scheme. The entire responsibility of the functioning of the Railways and running of trains lies with the railway employees. What I want to say is that they have been given a big concession and I congratulate the hon. Minister for the same.

Sir, the suggestions made by all the hon. Members, whether they belong to the Opposition or the Congress Party, underline that more trains should be provided in their respective areas and all the facilities should be provided to the people. I know that Shri Scindia is a very noble man and has a concern for providing amenities, laying railway lines and carrying the railways to all parts of the country. But all these things require funds. I feel that there is no need of passing a resolution in the House in this regard. I would like to submit to the Chairman and the members of the Planning Commission that in view of the demands of the hon. Members of Parliament and the noble objective of Shri Scindia, more funds should be made available so that they could fulfil the aspirations of the people.

Sir, so far as my constituency is concerned, I thank the hon. Minister for having introduced 2 new trains for Jammu. There was a long standing demand for introducing these trains.

Everyone knows that at least 20 lakh pilgrims visit Vaishno Devi every year and we expect this figure to double in the days to come. Similarly 11 lakh tourists visit Kashmir every year. In view of the changed conditions, it seems that the number of tourists will increase. I thank the hon. Ministers for the steps he has taken for the betterment of this area. But apart from these, more facilities are needed to be provided. For example, the provision of an inn to enable the tourists to stay there should be made and facility of reservation for the passengers should be provided there. Besides, more second-class A.C. Sleepers should be added for the convenience of the passengers. This will benefit not only the people of Jammu and Kashmir but the people of the country as a whole. A large number of passengers travel from the constituencies of the hon. Members present here and they too will be benefited with the provision of these facilities. I would request that the Government should give more concessions to the people travelling to Jammu and Kashmir so as to attract more tourists every year.

Everyone knows that being a border State, Jammu and Kashmir is quite sensitive and backward, and is a hilly area too. This State is totally dependant on tourism. Himachal Pradesh, which is adjacent to it and from where Shri Sultanpuri comes, is also affected by it. I would submit that one or two day-trains should be started from Jammu which should run daily. Besides, a provision of dining chair-car should also be made in it for the convenience of the passengers.

The hon. Minister has praised his employees. My submission is that indeed all his employees, whether at the higher or lower level deserve to be praised. I congratulate them for the devotion, dedication and hard work they have put in performing their duties. I have always said that the liaison of their private staff, especially their Private Secretary Shri Khanna, with the people in general and the poor in particular is so nice that it must be appreciated.

Secondly, due to heavy floods this year, the running of trains for Jammu remained suspended for many days. The railway staff members posted at Jammu Tawi, especially Shri Y.R. Gupta and his colleagues, behaved with the passengers so nicely that one cannot help praising them. When the person at the top is good, his subordinates are bound to be good.

I would like to give a suggestion. There is no provision of doctors at Delhi and other main stations. In case of an emergency, no doctor is available. The provision of doctors should be made at the railway stations.

I once again congratulate the hon. Minister. I express my gratitude to you also.

\*SHRI SRIHARI RAO (Rajahmundry): Mr. Deputy Speaker, Sir at the outset I thank you very much providing me an opportunity to participate in the discussion on Railway Budget. The development of a country depends on its transportation facility. The transportation has to be cheaper also. This is the prerequisite for the progress of any country. Only

\*Translation of the speech originally delivered in Bengali.

[Shri Srihari Rao]

railways can provide cheap transportation facility. If our country has to develop, the Railways have to touch every nook and corner. Then only it is possible to achieve speedier and balanced development. Now there is a mass exodus of people from rural areas to urban areas. Villages are remaining undeveloped. Hence it is necessary that our villages, atleast the taluq headquarters should be connected by the railway lines. It helps a lot in the alround development of our rural areas.

Sir, I am happy that passenger fare has not been hiked in this budget. But at the same time there is an unprecedented increase in the freight charges. This is going to affect the common man very badly. The price structure is linked with the movement of freight and hence any increase in the freight rate is going to affect the prices of all commodities. The prices of all essential commodities are going to shoot up. The Government will realise this truth if not today in the near future. A common man has been spared as a passenger, but has not been spared as a consumer. Every one in the country has been hit very badly through the hike in freight rates.

Some concessions were given to certain category of people and I welcome it. Old persons, who are above the age of 65 years were given concession in travelling for a distance of 500 kms. I am happy about it. But, Sir, people at that old age cannot travel 500 Kms and hence the concession should be offered irrespective of the distance.

Our young and energetic Railway Minister was kind enough to offer this facility to older citizens of this country. He should be magnanimous enough to extend the facility without subjecting to the condition of 500 Kms. I hope, he would announce removal of this barrier during the course of his reply. Otherwise I am afraid, this concession would have no meaning.

Another important point that would like to touch upon is the cleanliness in Railway stations. Railways have not done much in maintaining cleanliness in the stations. If one happens to visit any station, one will come to know how dirty our stations are. Even at New Delhi Railway Station, the main railway station of the capital of India, the platforms and the railway tracks are so dirty that one hesitates to touch food for a week. Human excreta scattered all over the tracks, and the filthy smell that it emanates makes one reel. This sight spoils the very image of the country. Be it a foreigner or anyone who visits the station, he will atonce forms the impression that this country is very backward. Visitors will have a very poor impression about the Minister and other top officials of the Ministry. Hence special care has to be taken to save not only the railways but also the country from this poor impression formed out of uncleanness. Be it Delhi or Bombay or Hyderabad, no one can dare stand on the platform for a minute. What is the reason for it? In European countries one can sleep on platforms. The platforms are that much clean there. In foreign countries trains have a special arrangement to save platforms from uncleanness and unhygeinic conditions. The spare tanks which



are fitted in the toilets close down automatically before a train approaches a station, and open up after a couple of kilometers after the train leaves the platform. Here, in our country, we should also have such a system. There should be a system in every train for automatically locking the pans or spare tanks which collect human excreta before the train approaches a station. If our trains are fitted with such a system, then there will be no need even to clean the station. Stations will remain neat. There is a lot of bad impression about India among the foreigners just because our stations and trains are not clean. This bad impression has to be wiped out at any cost. Mere technological advancement will not make the country a developed one. We must also strive hard to maintain cleanliness in such an important sphere like Indian Railways. There should be surprise visits of the Hon. Minister not only to New Delhi but other stations also. This will help in maintaining cleanliness in the stations. I request the hon. Minister to note down my points. They are very important.

There should be surprise checks of the stations. The bad odour and repulsive sight of human excreta on the track and the unhygienic conditions prevailing in the stations will be known to him only when he goes on a surprise visit. Mere allocations made under various heads will not improve the image of the Railways or the country. If our stations are clean, the foreign visitors will have a good impression about the country. They will at once feel that Indian Railways are best in the world and will have a proper opinion

of the advancement of the country has made. Besides, it helps the poor in maintaining their health. Hence once again I request the Hon. Minister to take special steps to maintain cleanliness in our railway platforms. The special arrangement which I mentioned above should be made by providing automatically locking pans or spare tanks in toilets in our trains. I hope the Minister would take steps in this direction immediately.

Sir, I have been requesting the Ministry of Railways to revive the Kakinada-Kotipalli Railway line. This was surveyed also. This important railway line was in operation during the pre-war days. Even during those days, when the population of the area was hardly three lakhs, this line used to fetch lot of revenue to the railways. Now, the population has gone up. Besides, this entire area is literally floating on natural gas and oil. The entire area is humming with activity. Both the passenger and freight traffic has gone up by leaps and bounds. Already, the Railways have a property worth Rs. 8 crores. It is just a revival of an old line. This is not a new line at all. The proposal is pending before the Railway Board. I request once again to consider the proposal favourably. Many new wells of oil and natural gas have been found in this area which is in my Constituency and hence this railway line will boost the activities of ONGC. There is a proposal to lay a pipeline to carry gas and oil. Revival of this railway line is much beneficial. Moreover, there is no problem like conversion of gauge. Hence without much investment this railway line can be revived just by laying the track and running the trains on it. Sir,

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Andhrites have a feeling now that their State is being neglected by Railway. Atleast to remove such a feeling the Railway Ministry should atonce take steps to revive this line. By reviving this line the railways can earn maximum profit by spending minimum amount. I hope and trust a positive decision would be taken in this regard soon.

It was assure many times on the Floor of this House that the twin cities of Hyderabad and Secunderabad would be provided with a circular railway. But that promise has remained as a promise.

I request that atleast now, steps should be taken to construct a circular railway around the twin cities of Hyderabad and Secunderabad.

Sir, once again I thank you for providing me an opportunity to speak and conclude my speech.

[English] —

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND DEPUTY-MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): Since there are a large number of Members who are yet to speak, I request the House to extend the time till the Members have spoken.

MR DEPUTY-SPEAKER Does the House agree with the proposal of the Hon. Minister?

SOME HON. MEMBERS Yes

SHRI CHINTAMANI JENA (Balasore): First of all, I would like to convey my hearty thanks to you,

Sir, for allowing me to participate in the debate.

I rise to support the Budget proposals brought forward by the hon. Railway Minister for the year 1989-90 and also the Budget demands for the year 1989-90 because these Budget proposals have been appropriate to the time. Whatever the hon. Members in the opposition may say that it is an election budget, I must congratulate the hon. Minister that in spite of constraint of resources he has not increased the passenger fares. The freight increase is also very minimum and nominal. Many essential commodities have been excluded from this freight hike. Therefore, I must congratulate the hon. Minister on that issue.

Despite resource constraint, the hon. Minister has proposed to continue the concession given in the current year.

18.00 hrs.

Also he has proposed some more concessions to be given in the 1989-90 budget to eminent coaches in games and sports, recipients of Gallantry Awards, President and Police Medals, and to their widows. Besides this persons above the age of 65 years are to be given concession of 25 per cent in fare for travelling beyond 500 kilometres. I would request that the hon. Minister may kindly consider reducing the distance to 200 kilometres. Allegation has been made by some hon. Members that this freight increase may lead to price hike, inflation, etc. In this connection, I must say

that even if there is price rise, that will be very nominal and it will not affect the common man. I would request that kerosene oil and diesel oil, which are mainly used by poor people, should be excluded from this freight increase of eleven per cent. We all know that the freight movement and traffic has tremendously increased during the last three- four years, at least after the present Railway Minister has taken charge of the Railway Ministry. I must congratulate the hon. Railway Minister for his magnanimity and also for the record performance that the Railways have achieved.

We the railway users, have always been demanding more facilities, more trains, more railway lines, more comforts for the passengers and other amenities, which is quite natural for a developing country like ours. But when we look at the allocations given to the Railways in the last one decade, though it appears that in absolute figures it has gone up, but in absolute terms it has not been adequate at all. If we go to GNP, then what is the percentage? The percentage is very nominal, very insignificant. The hon. Minister may agree with me that better performance brings larger demands. Because of his good performance, there are more and more demands by all of us, which should not be made. We should not make illegal and unjustified demands. But in a developing country this is a must and we all are demanding more facilities, more trains and other amenities.

was very much shocked to hear when one of my hon. friends was giving ultimatum that he would go and sit on hunger strike before the residence of the hon. Railway Minister. I would request that rather we should ask the Railway Minister to go and sit on hunger strike before the Planning Commission and before the Finance Ministry. I do not know, whether this can solve the problem or not. Going in for hunger strike or strike or agitation will not serve the purpose. I must convey my heartiest thanks that in spite of financial constraints and many odds and shortcomings like accidents, disasters, etc., the surplus achieved is 84.29 crores as against the Budget Estimate of Rs. 69 crores. Also Rs. 638.86 crores of dividends could be deposited in the General Revenues.

Sir, More railway lines should be constructed and gauge conversion should be made in backward areas according to the recommendation of the Capital Structure Committee. Besides, the backward areas like Orissa, Madhya Pradesh and the North Eastern region which are backward till today should be given priority in respect of construction of new railway lines and also conversion. But some hon. friends are alleging that this is a Madhya Pradesh budget. May I ask whether Madhya Pradesh is not inside our country? Madhya Pradesh is included, Orissa is included and the North Eastern region is also included in the Budget. *[Interruptions.]*

I would like to say that the Railway Reforms Committee has

[Shri Chintamani Jena]

recommended for more zonal headquarters so as to decentralise the administration. In this connection request that one new zone was proposed by the Orissa Assembly. The Orissa Government also requested the Railway Ministry about this, the Orissa Assembly unanimously passed a Resolution that the zonal Headquarters covering the areas of Madhya Pradesh, Bihar and Orissa should be located either at Bhubneswar or at Sambhalpur.

With these words I wholeheartedly support the Budget.

[Translation]

SHRI NIRMAL KHATTRI (Faizabad): Mr. Deputy Speaker, Sir, through you I welcome the Budget proposals presented by Shri Scindia. I do so because he has not burdened the poor passengers in the Budget. It has been this endeavour to provide a neat and clean administration to the Railways and make Railways the biggest means of transport in the country more efficient. This efficiency was amply demonstrated during the last Kumbh mela. The hon. Minister has announced the introduction of a number of new trains in these Budget proposals. Besides a target has been fixed to make 67 railway stations as the model stations. In spite of the fact that all these projects require additional expenditure, the hon. Minister has tried to present a surplus Budget.

Today a point was raised that the Ministry of Railways is giving a special treatment to Madhya Pradesh. Sir, I hail from Uttar Pradesh and my experience has

been that whenever I raised any problem about my constituency Faizabad in my capacity as an M. P. from Uttar Pradesh or put forward demand for an additional train before the hon. Minister, he has always paid attention to it, keeping in view availability of financial resources and technical aspects notwithstanding. A lot of work has been done in Faizabad by the Railway Department, ever since hon. Shri Scindia took charge 4 years ago. The number of schemes sanctioned, new trains introduced and amenities given to Faizabad during this period far exceeds the railway facilities given in any decade in the post-independent period. Therefore, there is no substance in this allegation. Now I would like to submit my demands and problems before the hon. Minister.

The foremost point is that the demand for constructing a railway bridge on the river Saryu in Ayodhya is longstanding one. This is a very big scheme and hence, requires the approval of the planning Commission. The Ministry of Railways should at least order a survey, and when financial resources are made available, it should be seen as to how it can be executed. I hope that the hon. Minister will accord priority to the construction of railway bridge on the river Saryu. A new train runs between Faizabad and Bombay once a week. That train carries the maximum number of passengers from Faizabad and other eastern districts of Uttar Pradesh to Bombay. If the frequency of train is increased to thrice a week, it can help solving a lot of problems. The name of Ayodhya, which is a famous city, should also be

included in the list of model station. Ayodhyapuri and Janakpuri are our ancient religious and mythological places. The Railways have proposed to introduce a new train for Kahhar, New Delhi and Patna. If that train is run Via Ayodhya, the problem can be solved to a great extent. The Doon Express and Sialdah Express pass through Ayodhya and run via Faizabad and Gaya. If one of these two trains is diverted via Patna, then I feel it can benefit both Ayodhyapuri and Janakpuri without introducing any new train. The hon. Minister has been kind enough to introduce a superfast train between Delhi to Faizabad which reaches Delhi at 12 Noon. Its departure timings from Varanasi should be suitably changed so that it could reach here in the morning. I have been told that due to the platform not being free a train cannot be accommodated there in the morning. When the timings of Vaishali Express has been changed to morning hours, why cannot the timings of this train also be changed? Similarly, arrangement can be made for the arrival of Varanasi Express in the morning. The demand for construction of a railway bridge in Faizabad at the crossing behind the Government college is there for quite some-time.

So far as I know, the State Government have sent the proposal to the Ministry of Railways, and I hope it would be sanctioned. I would like to make yet another point about stoppages of two trains i.e. 83 up and 84 down Ganga-Yamuna Express which should be provided stoppage at Sohawal station and 51 up Sialdah Express should stop at Patraung railway station also.

Thousands of daily passengers travel from Faizabad to Lucknow and back. Sialdah Express leaves Faizabad at 6 in the morning for Lucknow and in the evening it leaves Lucknow at 6 P.M. and reaches Faizabad at 9 P.M. If one or two coaches are attached to it at Faizabad it would provide much relief to the people. The long distance passengers travelling on reserved berths will also not put to any inconvenience which otherwise they are put to due to unauthorised occupation of their berths by the commuters who do so in compulsion. I hope due attention would be paid to the suggestions made by me. With these words I support the Railway Budget and conclude.

SHRI DAL CHANDER JAIN (Damoh):  
Mr. Deputy Speaker, Sir, I support the Railway Budget for the year 1989-90 presented by the hon. Minister of Railways. I would also like to congratulate him as the Members of other side also praised this Budget by terming it as an election Budget. There has been commendable performance of Railways for which the hon. Minister and the Railway employees deserve to be congratulated. I would like to make a few points about my constituency. Indore-Howrah Express which links Ujjain with Prayag and Banaras, runs only once a week. In order to get berths in this train, one has to make more than a month advance reservation there. It is, therefore, requested that its frequency may be increased to three days in a week. Another train named Utkal Express which runs from Delhi to Puri, often arrives late at Delhi

[Shri Dal Chander Jain]

from its scheduled time of arrival at 1 P.M. as a result of which Delhi bound passengers have to face a lot of difficulties. It departs from Delhi at 1.00 P.M. Its arrival at Delhi Jn. and departure therefrom both should be 11.00 hours in the morning. Under the present policy for making construction of an over-bridge, the railways bear expenses to the extent which are incurred on making construction up to a particular level of the bridge and the expenditure incurred on remaining portion of the bridge is borne by the concerned State Government. As a result of this bottleneck, many bridges are not completed or idea is left at initial stage. I would like that responsibility of constructing over-bridge should be assigned to the Railway department alone. This dispute between the Centre and States can be compared to the dispute between a mother-in-law and her daughter-in-law and the local people have to bear the brunt of it. When we make a demand of passenger train on Bina Katni line, it is not accepted on the plea that the track has already reached saturation point due to heavy traffic of goods-trains carrying coal on that line. This is correct and I do not deny it. But the passengers have to suffer a lot. As a result, this gives an impression that their representative in the house does not plea this case effectively and that is why this demand is not being accepted. A still far number of goods trains run on many other tracks as compared to this one and still new trains have been introduced on those routes. For what faults of their, these passengers are being

discriminated. The hon. Minister, while extending concessions should be impartial to all the passengers. The hon. Minister has imposed certain restrictions such as one should must travel beyond 500 km. if one is intended to avail of the facility. I think such restrictions should not be there. Free passes were issued to the freedom fighters for one year. These passes are now being renewed on year to year basis. I would suggest that parmanent passes be issued to them. I would like to congratulate the hon. Minister of Railways for issuing orders to conduct survey for a new railway line which would passes through Satna to Damoh *via* Panna, Chhatarpur, Mahoba, Hirakud and Lalitpur. A survey has already been conducted of this route but I would not like to be satisfied by announcement of survey only. Rather I would like the Railway to start the construction work of this railway line immediately after the survey is conducted. The hon. Minister is requested to reply this point while replying the discussions held on Railway Budget.

The Bina-Itarsi Passenger train is running to Bhopal *via* Katni three days in a week. I would suggest that it may be extended to Bina and run as a circular train. Trains in our area often run late. By the time Bilaspur express reaches Bina, Delhi and Bombay bound trains which often run in time, already leave the station, as a result of which passengers travelling in former, often miss Delhi and Bombay bound trains in which they have reservation, due to which a lot of inconveniences are caused to them.

Through you, I put forward a suggestion for consideration of the hon. Minister to start a new train ex-Ahmedabad to Banaras via Bhopal, Bina and Katni and immediate measures should be taken to conduct survey for it. The condition of the first class coaches has been deteriorating day by day. Due attention should be paid towards their proper maintenance. Passengers have to face a lot of inconvenience due to lack of proper information about trains at stations in my area. I would like to submit that proper information about trains be provided to passengers at all stations.

Now I would like to draw your attention towards the interruption caused in operation of trains leaving Delhi for Howrah on February 22. The route of these trains was diverted due to the strike by the labourers in Kanpur, and this caused a lot of inconvenience to the passengers. I would like the Railway officials to take measures in order to avert any such untoward incident in future. With these words, I support the Railway Budget.

\*SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Deputy Speaker, Sir, in this year's Railway Budget the passenger fares have not been increased, it is true, but the increase in railway freight charges is unprecedented. In no railway budget, earlier, the freight was increased so much. This increase will undoubtedly result in increase in the prices of all commodities. The Hon. Railway Minister has no doubt given certain concessions but before these

concessions reach the common man, the prices of all commodities will go up tremendously. Take for example petroleum products. No concession in freight has been announced for them. In the general budget no fresh taxes have been levied on petroleum products but as result of higher freight charges, the prices of petroleum products will also go up and it will, in turn, have repercussions on the prices of many other commodities. Sir, I will not go into the various provisions of the budget. I will like to speak a few things about my own area which is a backward area. The railway is a public utility service and should not be guided by profit motive. It should try to provide the necessary services for the benefit of the people. Sir, you know that in West Bengal the District of Bankura and Purulia are backward Districts. In the backward areas not only no new railway lines have been provided in 40 years after independence, but the existing railway lines which are there since the British days, are also sought to be closed down. In the corporate plan of the railways it was planned to abolish the Bankura-Damodar-Raina (BDR) Railway. But on account of tremendous opposition from the local people this could not be done. This BDR is a narrow-gauge railway line. Then it was stated that these narrow gauge railway lines should be revived. But the railway Ministry is not taking any steps for their revival. The age-old railway tracks are not being properly maintained or repaired. The old steam engines are in shabby condition. To revive this railway it is necessary to haul the

[Shri Ajit Kumar Saha]

trains with diesel-engines and to properly maintain the railway tracks. This should be urgently done.

You know Sir, that an unanimous resolution was passed in the West Bengal assembly demanding a railway line for carrying coal to the Mejhia Thermal Plant in Bankura from Raniganj, Assansol and other coal fields of the ECL. A new railway line is essential for this purpose. The thermal plant is proposed to construct a part of this line. The Railways also carried out a survey for this line and reported that the Bankura-Raniganj-Mejhia railway line is very necessary. This line is necessary not only for the Mejhia thermal plant, but it will also facilitate the carrying of coal from Raniganj etc. to the South to places like Tuticorin, Madras etc. At present coal is carried to those places through a round about route via Andul near Howrah. So, this new railway line will expedite the carrying of coal to Mejhia thermal plant and to South India. But I regret to say that inspite of this survey and a favourable survey report, no steps have yet been taken for the construction of this railway line. Moreover, you know Sir, that in a backward area no industries can come up unless there is adequate infrastructure and the Railways have a very important role to play in this respect also. Here I regret to say that many trains like Asansol-Puri passenger, Howrah-Gomoh passenger, Hatia-Howrah passenger etc. Which were earlier running upto Howrah or Puri through Benkura and

Purulia have been cut at present. The Howrah-Gomoh passenger has been diverted to Kharagpur and the Hatia-Howrah passenger has also been diverted to Kharagpur. Previously they used to go upto Howrah and the large number of people of this area used to benefit from these services. The large number of betel-leaf and vegetable growers of my area used to send their produce to Bihar and other places through these railway trains. Now their business has come to a standstill. I, therefore, request the Hon. Minister to see that these trains go upto Howrah again. Sir, we have been given an Express train after a prolonged struggle. This is called 'Purulia Express'. Now, I do not know what is meant by an 'Express train'. The maximum speed of this train is 40 Km per hour! By naming it an express train, only the public is made to pay more for their journey. This train never arrives on time. Secondly, Sir, we got the 'Puri-New Delhi express train', after a long struggle, running between Puri and New Delhi through Bankura and Purulia. But I am sorry to say that for the Chief Minister of Orissa, the timings of that train has been changed. We, the Members of Parliament of West Bengal, Orissa and other States protested against this change in timings in this House through a Calling Attention Motion. But the earlier timings have not yet been restored. I will request the Hon. Minister to restore the earlier timings of this train, immediately for the convenience of the people. With that Sir, I conclude.

SHRI RAM NAGINA MISHRA (Salempur): Mr. Deputy Speaker, Sir, I am really grateful that I have been



provided opportunity to say a few words, though I had doubt whether any opportunity would be provided to me at all.

I would not like to observe any formalities, rather I would come to my point straight. Many issues have already been discussed and it would be futile to waste time in rituals.

Whenever the Railway Budget is presented in the House, I invariably make demand of constructing a railway line from Banaras to Bhattni. Rs. 71 crores were allocated for the year out of which Rs. 22 crores and 25 lakhs were spent. It was said that Rs. 40 crores more would be required. The outlay in this Budget is Rs. 70 crores and 75 lakhs. Rs. 29 crores and 62 lakhs have been spent so far. Rs. 23 crores is being allocated to us. Fortunately, our hon. Minister is present here. This matter is directly concerned with him. I think that when the hon. Minister visits his constituency, the people will question him about the fate of the Varanasi-Bhattni railway line. You are the sufferers and so you will be well conversant with the situation. I want to know from the hon. Minister the time by which this work will be completed. Most of it has been completed. The bridge has been constructed and tracks have been laid. How can Rs. 23 crores suffice for the completion of this work? Rs. 18 crores which have been kept reserve should be included to make it Rs. 40 crores. It is only then that a railway line could be laid there. We see that your expenditure is increasing everyday. People are facing acute hardships and it has become very difficult to reach that place. You should exert pressure

and get the Varanasi-Bhattni railway line constructed within this session.

The late Prime Minister, Hon. Shrimati Indira Gandhi laid the foundation of Chittauni-Bagaha railway bridge about 10 years ago. As such we hail her and glorify her and insist the people to follow her ideals and principles but we do not complete the work which has been left incomplete by her. When the Railway Budget was being presented, I thought that a provision for this would surely be there but I was very disappointed. You have only provided a token amount. The situation there is very serious today. A certain group of tribals in that areas kidnap people and extract lakhs of rupees as ransom. This problem can be solved with the construction of that bridge. I have also written to the hon. Railway Minister in this connection. He has stated in his reply that the Chief Ministers of Bihar and Uttar Pradesh are not willing to contribute their share and that is why the work is not being undertaken. I talked to these two Chief Ministers and found that they were both prepared to do so. I know that it is an onerous task. I regret to say that railway facilities have been provided in every part of the country except in my area. There are accolades from every quarter but somehow Devaria has been neglected. I have made two demands and urge upon the hon. Minister of fulfill them.

I would like to reiterate that the Varanasi-Bhattni broad gauge line should be completed by 1990. I want that the hon. Minister should make an announcement to this effect in his reply. Alongwith it, he should state

[Shri Ram Nagina Mishra]

whether Chittauri-Bagaha railway bridge will be constructed or not.

With these words, I thank you. The hon. Minister will not be able to express it, so I do it on his behalf.

SHRI GIRDHARILAL VYAS (Bhilwara): Mr. Deputy Speaker, Sir, you have made me wait for four days for my turn and I thank you for giving me an opportunity to speak now. I want to submit through you to the hon. Deputy Minister that a decision to establish a metre gauge zone in Rajasthan was taken by the Railway Department but injustice has always been done to Rajasthan. Earlier, the rulers of the princely States used to do injustice and now it is the Railway Department which is doing injustice to us. In spite of the fact that the decision to establish a metre gauge railway zone in Rajasthan was taken, the Railway authorities did not make any efforts to implement it last year on the plea that the Railways had suffered losses. But this year there have been profits worth Rs. 140 crores which will be spent in providing amenities. We do not want them. We have enough of them. Trains with old, worn-out and rickety coaches are running in our area and it is dangerous travelling in such trains. Sometimes they catch fire or overturn and are prone to accidents in which several people die. How many accidents have occurred during your term. Late Shri Lal Bahadur Shastri resigned when there was an accident but you seem to be least bothered. Such a huge sum is being spent for maintaining the Railway Board but its Members do not bother

about the number of accidents which occur. They should all resign. I do not want you to resign. You may resign or not but the top officials should resign and own the responsibility of these massive accidents. I want to submit that the decision to establish a metre gauge zone in Rajasthan has been taken and you should get it implemented through the Railway Committee. You are reluctant to provide railway lines in my State. There has been a long standing demand for a railway line connecting Toda Rai Singh with Nathdwara. This was made about 10 years ago when hon. Shri Kamalapati Tripathi was the Railway Minister. Jaipur is connected with Toda Rai Singh and Udaipur is linked with Nathdwara. There is only a distance of 60 to 70 kms which needs to be connected. If it is constructed it will link Jaipur with Ahmedabad. The Railway Board thinks this proposal of such a small segment of line to be non-viable. What will be the losses here? I fail to understand how the metre gauge line between Jaipur and Toda Rai Singh would be non-viable when this link would provide the passengers to avail of direct train facilities between Jaipur and Ahmedabad. Therefore, I want to request you to connect Toda Rai Singh with Nathdwara. When the Hon. Prime Minister toured the State recently, we requested him also and he declared publicly that he will look into it and make efforts to ensure that this facility is provided at the earliest. When the Hon. Prime Minister has given an assurance in this regard the Hon. Railway Minister should make arrangements for its early implementation so that the people of this area get justice and development could be accelerated.

Survey for the Kota-Devagarh broad gauge railway line was conducted a number of times but it has not been implemented so far. This would link Jaipur, Udaipur and Ahmedabad.

Similarly, the Ladnu-Pinjore section was also surveyed. 10 years have passed and my second term too would be soon over. I am not certain whether I will get the ticket for contesting elections in future or we will return to power but it is a fact that you have not provided a single line or a station in these 10 years. Gulabpura is a big railway station and it should be converted into a full fledged station. A class IV employee has been engaged for selling tickets on this station. It is a big station and a large number of passengers travel from here but you have not converted it to a full fledged station. It should be converted into a full fledged station.

We have requested you to raise the reservation quota in Chetak Express, Meenakshi Express, 71 Up, 72 Down etc. for Bhilwara. You have not taken any action in this regard. We have to request you a number of times for minor matters, yet no action is taken. This is the way this Department functions. A lot of people praise you but I will not do so because the Railway Department has not provided any facilities in my area and Rajasthan is the most backward State in the matter of development of railways. The decision to establish a metre gauge zone in Rajasthan has not been implemented and consequently development work has received a setback. Therefore, you should make necessary arrangements in this regard and take steps to ensure that

71 Up and 72 Down stop also at Raila Road and Gulabpura.

Mention has been made in the Railway Budget for setting up model stations. Bhilwara is a very big station. From Ajmer to Ratlam you take up any station and compare the revenue collected. You would yourself see that Bhilwara contributes maximum income. Why are you leaving out such an important station? Therefore, you should look into it and make arrangements as early as possible. Again, several hon. Members have appreciated the fact that there has been no increase in passenger fares although the freight rates have gone up. The 11 per cent increase in freight rate will adversely affect the common people because all the food items including foodgrains are transported through the railways. Therefore, I will request you to reduce the freight-rates on items of daily necessity. It is good that salt has been exempted. You have said that the prices will not increase but my request is to reduce freight-rates on all essential commodities. You have given concessions for travel beyond 500 kms to persons of the age of 65 but I want that they should be allowed free travel so that they also feel that the Railway Department has done something for their welfare.

With these words, I thank you for giving me time to speak.

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Deputy Speaker, Sir, it is just my coincidence that usually you are in the Chair and I am asked to speak.

MR DEPUTY SPEAKER: Then you also stick to your time

SHRI CHIRANJI LAL SHARMA: And when time bell is there and if we show disrespect, Sir, it does not look nice

I support the budget and must say something about problems of my constituency. There is no doubt that there has been no increase in the railway fares and some relief in freight too has been given for certain commodities.

One thing I must say is that the hon. Minister for Railways is very prompt in acknowledging receipt of letters. Although when we receive replies after action taken, nothing concrete comes out of it because usually the official machinery prepares the reply and Minister signs it.

There is a world of difference between the approach of a politician, a public representative who represents lakhs of people, who has a finger on the pulse of the people, who knows the difficulties of the people and that of an officer, who is sitting in the chair. When we ventilate the grievances of the people, there is nothing, I mean, no personal axe to grind. We are here to look into their grievances and to have them redressed. But when ours becomes a cry in wilderness, we have to cut a sorry figure and then we cannot face the public.

Northern Railway, which connects Delhi to North, connects five States: Punjab, Himachal Pradesh, Jammu and Kashmir and the Union Territory of Chandigarh. You can very well appreciate the importance of this train which is connecting the capital of the country with five States. And,

Sir, water and water every where, but not a drop to drink. The trains pass through Haryana. 'Shan-e-Punjab', after leaving Delhi, stops at Ambala. The distance between Delhi and Ambala is 200 kilometres. But between Ambala and Amritsar, the distance is 248 kilometres. It has provided three stoppages – one at Ludhiana, Jalandhar and Amritsar. And now Phagwara has been added. Phagwara is just a tehsil headquarters. May I have the immunity in all humility to ask the hon. Minister a plain question: Why not stop it at any of the stations in Haryana? Why not at Panipat station. Panipat is a city with a population of 2 lakhs and is a big industrial town. We are often crying hoarse but all this has been an exercise in futility. It has been a cry in wilderness.

They are again starting a new train between Delhi and Jammu – probably it will start from the 1st of May. I will request the hon. Minister to make a provision for stoppages at Panipat and at Kurukshetra. Kurukshetra is a place of historic importance. Lakhs and lakhs of people visit Kurukshetra on the occasion of solar eclipse. Hence, I am asking for a stoppage at Kurukshetra. Sir, Panipat is in between Delhi and Ambala. I would again request the hon. Minister to please take note of it. In the recent past, senior officers / officials of the Northern Railway including the General Manager, Chief Engineer, etc. visited Panipat to hear the grievances of the people. I was also informed of their visit. I joined them at Panipat. There was a proposal to cancel the Janata passenger train

which goes from Delhi at about six and stops at each and every station. Hundreds of passengers expressed resentment before them at Panipat and requested them not to cancel that train. They did not agree. It was cancelled. But the daily passengers did not allow the smooth running of the Himalayan Queen and Bombay Express by pulling chains at various stations. The result was that the train was restored the very next day. Shall we ask the people to behave in such a manner? We can very well ask our people to board a train from Delhi and if you don't make a provision for its stoppage at Panipat and Karnal, we can ask them to pull the chain. But it does not behove us. Here we are the custodians of law and not the breakers of law. But the sentiments of the people, particularly when they are facing difficulties must be appreciated. Jammu might bring not less than 20 lakhs of people, Vaishno Devi every year. If you start a train from Delhi to Jammu, thousands of persons may go to Jammu every year. Should they come first to Delhi and then go to Jammu? If you provide a stoppage at Panipat, people from Rohtak, Sonapat, and other neighbouring districts can just board the train at Panipat.

178 Down Jhelum Express must have a permanent stoppage at Samalkha district, Karnal. 1 UP Calcutta Howrah Mail and 2 Down Calcutta Howrah Mail should have a permanent stoppage at Samalkha. Samalkha is the first station in my constituency when we go from Delhi to the North and is the last from my constituency on this railway line when we come from Amritsar side.

There are 60 foundries with a big *mandi* and with many institutions at Samalkha. There are hundreds of daily passengers and commuters from Samalkha to Delhi and back and there is no stoppage at Samalkha. It should have a stoppage. I made a reference to the Railway Minister. He was pleased to tell me in his letter No. 87 / Chg I / 13 / N / 63 dated the 20th February 1989 that the stoppage of 2 Pu (Shuttle Train) at Bheni-Khurd had to be withdrawn from 1st October 1984 due to very meagre traffic offering, that is, only two passengers a day at the station. But how far the establishment of about 80 staff members is justified at the station where only two tickets are sold and why at all a station is provided? This is too much.

One Shalimar Express which used to run between Delhi and Amritsar was diverted via Meerut and Saharnpur. I had requested the hon. Minister that a stoppage may be provided and he replied to my letter in writing that stoppage will be provided at Panipat or Karnal when some new train is started. I would like to draw his kind attention to this aspect also.

Then comes over-bridges. Panipat and Sonapat are big cities. Sonapat is a District Headquarter. Panipat is a big industrial city. The railway line divides between the two cities and for want of over-bridges in these two cities, people are facing great hardship. There are proposals and decisions have been taken but those decisions have not been implemented. I would request the hon. Minister kindly to see that road over-bridges are provided.

[Shri Chiranji Lal Sharma]

Fourthly, Jhajhar is the most important place in Haryana which makes the maximum contribution to our Army. They send their soldiers. They are guarding our borders and Jhajhar is not connected with rail. This area can make tremendous progress if railway facilities are provided. I wrote to the hon. Minister. He was pleased to inform me that survey is being conducted and I am told that survey must have been completed and the railway line from Farrukhabad can be extended to Jhajhar. That is not a big problem.

[Translation]

SHRI MANPHOOL SINGH CHAUDHARY (Bikaner): Mr. Deputy-Speaker, Sir, I rise to support the Budget presented by the hon. Minister of State of the Ministry of Railways. It is a good Budget and has been appreciated by all.

In this Budget, Industry, Farmers, Defence personnel, Sportsmen and the old people have been benefited. The most important thing is that economic growth has been maintained. Similarly, passenger fares have not been enhanced. This has been appreciated very much.

Last year, there was acute drought in the country. But despite that there has been no reduction in freight carriage. Profits worth Rs.719 crores have been earned after making full payment. I think that this Budget is very good. The number of passenger trains have been increased and there has also been substantial enhancement in freight carriage.

The Railway Department has acquired two machines for reprofiling. It is a very big achievement. It will reduce railway accidents. It will enable us to know it advance as to which track is not in good condition or which train has developed defect. Presently, two machines have been acquired. More and more of such machines will be acquired and distributed all over the country. It will help considerably in the process of modernisation.

Modernisation of signals has taken place in two big railway stations. It will help in controlling accidents which occur on account of defective signals. Steam engines are being replaced by diesel engines everywhere. It will boost the efficiency and save time as well.

All these provisions make this a very good Budget. More quarters will be available for railway employees. This is bound to improve the efficiency of the railway employees which in turn will benefit the railways as a whole.

The allegation that this Budget is meant for Madhya Pradesh only is baseless. Actually this budget has been framed with the entire country in mind. Hon. Shri Madhavrao Scindia is a dynamic Minister and I praise his efforts in taking the Indian Railways forward. The late Shri Lal Bahadur Shastri resigned from office when a rail accident occurred during his tenure. A number of rail accidents occurred in the later years but none of the succeeding Railway Ministers resigned. When hon. Shri Scindia tendered his resignation after the occurrence of a major rail accident, the hon. Prime Minister refused to accept it as the hon. Railway

Minister had otherwise proved to be very capable.

I want to raise a few points regarding my constituency. I thank hon. Shri Scindia for 170 kilometers of gauge conversion from Suratgarh to Lalgah and 65 kilometers from Suratgarh to Anoopgarh. A new link train has been introduced between Bikaner and Delhi and A.C.-2 tier accommodation has been provided on the Bikaner Mail. Raising the level of a number of level crossings has been approved subsequent to the conversion of some railway lines to broad gauge. Still there are some more level crossings, level of which remains to be raised. Similarly at least 10 stations have been built on broad gauge lines and they have been built by the public; so much so, that they are being operated by the public.

The Ganganagar Express which runs from Ganganagar to Jaipur and covers a distance 400 kilometre in 15 hours, should be hauldd by a diesel engine to save time.

The public will benefit if A.C.-2 Tier compartment is also provided on this train. A diesel engine can reduce the running time by 6 hours. The Indira Gandhi Canal passes through best forest and fertile area in my constituency. Rail facilities should be provided there as there is no railway line. Hon. Shri Vyas complained that Bhilwara has not been made a model station but I would like to say that Lalgah in Bikaner has been made a model station and I feel it is number one model station in the whole of North India. Work has

started on making Suratgarh a model station. I thank the Rail Department for providing Rs.3 crores to construct an overbridge connecting the two parts of Bikaner. I thank the hon. Minister for always giving me a sympathetic hearing and making adequate allocations for my constituency of Bikaner.

[English]

MR. DEPUTY SPEAKER: It is now 7 o' clock. I have a list of six members who are waiting to speak. Shall we extend the time by another half an hour?

SEVERAL HON. MEMBERS: Yes please.

MR. DEPUTY SPEAKER: I request the members to be very brief and not to take more than five minutes each. The time is extended upto 19.30 hours.

[Translation]

SHRI TAPESHWAR SINGH (Bikramganj): Mr. Deputy-Speaker Sir, I rise to support the Rail Budget for 1989-90. this budget has been welcomed by everyone. Hon. Shri Scindia is a dynamic and dedicated Ministerd and knows how to do his job efficiently. He has been assisted by hon. Shri Mahabir Prasad, a capable Minister himself land the staff of Indian Railways. Without taking much time I shall speak on the problems affecting my constituency. I was first elected to this august House in 1980. Since then I have tried to place the problems faced by the people of my constituency before this house. Shri Kamlapati Tripathi got a survey done. In 1910 the British Government had introduced a train between Arrah and Sasaram which has a total distance of 62 miles.

[Shri Tapeshwar Singh]

Everyday 15 trains used to arrive and depart from there. This service was withdrawn during the rule of the Janta Party in 1979. This service was used by five generations over a period of 70 years. After the survey was conducted there is a new awakening among people. An area of about 100 kilometres has been surveyed. Measurement of agricultural land which is very fertile was taken. Our area is known as the granary of Bihar. Late Shri Kedar Pandey and Shri Kamlapati Tripathi assured us that a railway line would be laid but nothing has been done till date. We have requested the hon. Rail Minister a number of times. Railway lines are being provided in areas where people have never seen a railway but rail services have been withdrawn from places where people were using them and were dependent on them. Such services should be restored. Be it the rotten Janta Government or any other Government, all Governments are basically meant for masses. What that problem has not been solved so far. I once again request hon. Shri Mahabir Prasad to attend to this problem. This is my fifth year in Parliament and I do not know whether I shall be here in the next Budget Session or not. On behalf of the people of this area I demand the restoration of the railway line even if it takes one year or five years. In the opinion of technical department it is not viable. But the fact remains that our area supplies lakhs of tonnes of foodgrain to Calcutta, Dhanbad and Jamshedpur when it was viable during the time of the British, why should it become non-viable now? We have also asked for a railway

level crossing in our area but we have been directed to contact the State Government. There should be a change in the policy and this level crossing should be constructed by the railways and not be left to the State Government.

SHRI NIHAL SINGH JAIN (Agra):  
Hon. Mr. Deputy Speaker Sir, I thank you for giving me an opportunity to express my views on the Railway Budget. The Rail Budget for 1989-90 presented by the hon. Rail Minister can be called a budget for the masses without any hesitation. As passenger fares have not been increased, doubts in the public mind have been set at rest. Congratulating the hon. Railway Minister I express my support for the Budget. As time is short I shall briefly touch upon the problems of my constituency. It is true that the originating station and the terminating station are important for a train but the a number of intermediate stations are important too. Agra is such a station. A number of trains pass through Agra. To provide all facilities at the originating and terminating stations only is certainly not proper. Agra is a very important place on the international tourist map. Lakhs of tourists visit Agra every year and it is earning valuable foreign exchange for the country. But Agra has always been neglected in terms of rail services. Agra has virtually no facilities for tourists who want to proceed to Howrah. Toofan Express is the sole train from Agra to Howrah but tourists do not want to waste their time by travelling on this very slow-moving train. I had drawn the attention of the Ministry towards this point but they replied that passengers could board trains from Tundla station near Agra. If this be



the argument of the Rail Ministry there does not appear to be any need for train services anywhere in India. At one place or the other links can be established with some train. We have no objection to provision of facilities at Tundla but one cannot travel in Superfast trains without any reservation. If a traveller boards one of these trains he is forced to disembark at the next stop. I request the hon. Minister to allocate separate quota from Agra on all superfast/mail trains passing through Tundla. This will solve the problem to some extent.

As time is short, I shall restrict myself to 2-3 points. There is no direct train from Agra or its vicinity to go to the High Court in Allahabad. Previously two bogies were attached to the Bareilly Passenger which after covering some distance used to be attached to the Upper India Express. With the withdrawal of the Upper India Express this facility is no longer available. I request the hon. Minister to let two bogies be attached to the Bareilly Express as before and these could be attached to the Sangam Express at Tundla. This will help the residents of Agra and its vicinity for going to the High Court.

Avadh Express runs between Ratlam and Gorakhpur. I have requested time and again for an additional Second Class Sleeper coach and an A.C. Sleeper coach on this train. This will help people travelling from our area to the State capital.

I want to draw the hon. Minister's attention to the lack of reservation facility at Agra station on the Karnataka Express which has a one-minute halt over there. As a result thereof no passenger from Agra can travel by that train. I request the hon.

Minister to provide reservation facilities for Karnataka Express at Agra station.

Railways have constructed Holiday homes at several tourist spots in the country. Despite Agra being famous from the point of view of tourism, no holiday home has been set up there. I request the railways to set up a Holiday Home over there as soon as possible.

Sports contests are organised in Agra from time to time. Although there is play ground in Agra, but some facilities are still lacking. I request you to build a small stadium in Agra to make it convenient for local sportsmen to participate in sports and games. I am grateful to you for giving me an opportunity to speak. With these words I support the Railway Budget.

SHRI NARENDRA BUDANIA (Churu): Mr. Deputy Speaker, Sir, I am grateful to you and express my thanks for providing me time to speak. Shri Scindia presented a very nice Budget before the people of the country for which I would like to congratulate him on behalf of the people of the country. He has paid special attention to the farmers, brave persons, freedom fighters, sportsmen, children and industry of the country and provided various facilities to them and has given some concessions to people. I would like to express my thanks to him for this.

You have given me very short time and the hon. Minister wants me to speak about my constituency. I come from Churu district which is a desert and backward area of Rajasthan. I have been in contact with the department of Railways continuously for last three years and have been

[Shri Narendra Budania]

taking the issue of increasing the railway facilities in this district. Of course, a lot of facilities have been provided to this district, for which I express my thanks to the hon. Minister. But at the same time I would also like to submit that this district is so backward that a large number of people have not so far seen a train. I had made a request in the last Budget and in the Budget earlier to last one.

Through you, I would like to tell the Railway Minister that Tara Nagar Tehsil in Churu district having a population of 2 lakh remains deprived of railway facilities. When I visited this tehsil inhabitants of area complained that they had not so far seen a train. Our country has been marching ahead speedily during the Congress regime under the leadership of Shri Rajiv Gandhi. I, therefore, request you to connect Taranagar tehsil by rail so that people of the area could avail the railway facilities there.

I would also like to state that Sardar Sahar is a large tehsil in my district and there is also a big market place in that tehsil. I as well as the people of the area made requests time and again to connect Sardarsahar with the Hanumangarh by rail. This will provide a lot of benefits to the people of the area.

At the same time I had requested to extend the routes of certain trains. Through you, I would like to make a submission to the hon. Minister that a passenger train from Jaipur to Churu may please be extended upto Sardulpur. It will not only benefit the people of Sardulpur tehsil, but also help the people of Hanumangarh

establish direct links with Ganganagar and avail of the railway facilities, because Sardulpur is linked with Hanumangarh.

I have been making repeated requests to extend the route of 2 R. M. Merata-Ratangarh train by 45 kms i.e., upto district headquarters. But I am really sad to say that this train reaches Ratangarh at 9 A.M. and halts there upto 5 P.M. If this route is extended by 45 kilometres, it will connect 4 tehsils with district headquarters and lakhs of people will avail of the railway facilities and revenue of the railways will also increase. All facilities are available at Churu. There is space to halt the trains and clean them. There is no problem at all. I, would, therefore, like to submit that the route of this train may please be extended upto Churu.

The hon. Minister of Railways has provided a lot of railway facilities in the country. We learn about it, but do not see. People living in Churu and its surrounding areas want that a fast train may be introduced for Churu. I would like to request that a super fast train may please be introduced from Delhi to Jodhpur via Churu, Sujangarh, Ladlu, Digwalal so that the people of these area may have the benefit of railway facilities.

Mr. Deputy-Speaker, Sir, I come of a desert area. Please give me some more time.

There are certain places in my constituency where trains do not stop. This causes a lot of difficulties to the people. Earlier the Delhi bound Jodhpur Mail used to stop at Chhapra and Badiyala, but during the Janata rule this facility was withdrawn. This has caused much resentment among people of the

area. I request that a three tier coach may be attached to Jaipur Mail from Sujangarh and Ladlu and an A.C. two tier coach may be attached to the express train running from Bikaner to Delhi. Finally, I express my thanks to you for providing me time to speak.

CH. SUNDER SINGH (Phillaur): Mr. Deputy Speaker, Sir, I express my hearty thanks both to Shri Madhavrao Scindia and Shri Mahabir Prasad. They did good work in all the constituencies. Of course mistakes have also been committed at times. It is apparent that everybody will try for his own welfare. I do not want to say more, but I request you to note down a few points on which I want an action to be taken at the earliest.

Shah Sikander is a place which falls on the way to my village. It is situated at a distance of 11 miles from Gurdaspur. Some Choukidar should be deployed there at the railway crossing so that it may facilitate traffic movement. At the same time a railway bridge should be constructed at Pathankot. This place remains more crowded.

All the trains should pass through Raun Town, situated near Nantu Shahar. It falls in my constituency. Jhane-a-Punjab train remains overcrowded. No T.T.E. is posted in that train. A T.T.E. should be deployed in that train so that the people might feel it convenient to travel. When the train arrives at the stations, a lot of jostling takes place. Even people suffer injuries while boarding the train. I would like to request you to note my demands.

The toilets provided in the train are always dirty. The toilets stink. I,

therefore, urge you to make cleanliness arrangement as it is done in other countries. It should be the duty of everybody to keep these places clean.

I shall be very happy if you kindly accept my two, three proposals. With these words I express my thanks to you.

SHRI MANIKRAO HODLYA GAVIT (Nandurbar): Sir, I am grateful to you for providing me time to speak. I rise to support the Railway Budget. The programmes given by our young Prime Minister, Shri Rajiv Gandhi for the welfare of backward areas are worth welcome. I find this trend in the Railway Budget also I am grateful to Shri Scindia and Shri Mahabir Prasad for this. The Planning Commission has also been making proper allocations to the Railways for the last 4 to 5 years. I would like to express my thanks to the Planning Commission also for this. I would like to express my thanks to the hon. Minister for his decision to introduce 15 new trains and to increase the frequency and speed of 5 trains. Apart from this, it has been decided to run additional electricity trains in Bombay region. I must say that it is also a welcome step.

Sir, Nandurbar is my Parliamentary constituency, Surat-Bhusawal line falls in my constituency. Superfast trains run on this line. I come to know that some train running on this line are being withdrawn. I would, therefore, like to make a request that you kindly accord your permission to restore these trains on their old routes.

I would also like to express my thanks to the Ministry of Railways for

[Shri Manikrao Hoodya Gavit]

providing some facilities to old persons and freedom fighters. There is a railway platform on Surat-Bhusawal railway line. I request you to pay more attention to the cleanliness of this platform. Attention should be paid to provide facilities at the railway station as well as towards administration. I would suggest that officers and employees both should talk to the passengers politely. Now there is need to convert the Surat-Bhusawal line into double one. This is essential and it is also very important for the administration. It is a very necessary to electrify the Surat-Bhusawal line. Concrete sleepers should be constructed on Surat-Bhusawal line. It is essential to construct another platform and a shed at Nawapur station. It is essential to construct platform and shed at Dadaeacha station. Diesel engine should be provided for trains running on Surat-Bhusawal line because trains are delayed by 2-3 hours because of coal and consequently passengers are unable to get connecting trains. Bombay is the capital of Maharashtra and mine is a tribal constituency. It is very difficult to go to Bombay in the absence of rail services. 20 years ago, survey work had been completed for laying Malegaon-Dhule-Nadkheda-Indore railway line. A fresh survey of that railway line should be undertaken.

I am grateful to you for giving me time to express my views.

SHRI SATYANARAYAN PANWAR  
(Ujjain): Hon. Deputy-Speaker, Sir, I am very grateful to you that you

have provided me an opportunity to take part in this discussion.

I support the Railway Budget of 1989-90 and Hon. Railway Minister has given great relief to the common people by not increasing the passenger fare. I thank the Railway Minister and Deputy Minister of Railways for giving concession to valiant soldiers and veteran citizens in order to give due respect to these people.

Keeping in view all round development there is a proposal to run trains at 15 new places. It is proposed to increase frequency of 5 trains at five places which will definitely benefit the common man.

Besides, I want to thank the Railway Minister specially because he has made provision in the Budget for starting train twice a week from religious place like Ujjain to Haridwar. There are certain difficulties in this respect and I want to draw the hon. Minister's attention towards them. At present the train running from Indore to Cochin is once a week due to which common people face great difficulties, therefore, this train should operate daily. Similarly, train from Indore to Howrah runs once a week, it should also be made a daily train. There is a distance of 80 km from Indore to Ujjain and many workers travel daily from Ujjain to Indore but train services are not adequate to meet the requirement. A shuttle runs from Indore to Dewas, this should be extended upto Ujjain. This will benefit the people and revenue of Railways will also go up. Nagada is an industrial city and some people travel from Ujjain to Nagada daily, Ratlam is quite near from there but there is

no train from Ujjain to Ratlam from morning till noon. You need not provide any additional train for it, if Ujjain-Nagada train is extended upto Ratlam, it will definitely benefit the people. In addition to this, there is no proposal in the Budget to stop an express train between Indore and Bombay. There is a tehsil called Khachrol near Ujjain and this train should have a stop there also. There are some smaller stations at Ujjain-Senagade-Mohitpur line but no facilities for passengers are available there. All fast trains run on that line. Due to this, small farmers cannot derive any benefit from the rail services. I may submit that a new train should be started for the people there. I may also inform you that Sinhasht festival is likely to be held at Ujjain after two years and Kumbh fair will also take place there. Keeping in view the sinhasht festival, platform on the Ujjain city side should be expanded and a new platform should also be constructed so that facilities could be provided to the passengers visiting that place.

With these words, I conclude.

SHRI K.D. SULTANPURI (Simla): Mr. Deputy Speaker, I rise to support the Railway Budget which has been presented by hon. Scindiaji and hon. Prasadji in this august House. I congratulate him that the Railway department has been working efficiently and it is serving the nation. They are taking steps for expansion of railway lines and improvement thereof.

I want to submit to the hon. Minister about my own constituency. At present practically there are no railway services in Himachal Pradesh and no action has been taken on both the proposals submitted by the

State Government till now. When Pt. Kamalapati Tripathi was the Railway Minister, it was stated in this House that there used to be a railway line in Nalagarh which falls under Solan area, Britishers discontinued that line. A track is still there. It is a very important place of Himachal Pradesh, many big industries are being set up there. Therefore, it is very essential to connect it by railway line. It will involve some expenditure of the Railway department. If railway line is laid from Ropar to Nalagarh, the people of that area can be benefited. Besides, I think you for a decision taken by you to construct Simla Railway Station de-novo and I have received a letter too in this regard. In addition, I may refer to the railway line from Kalka to Simla where there are no plantation in between. If there is any plantation, it is all pine trees. The trees which have been cut marked and are withering away. This is causing land erosion and the erosion is dangerous for the railway line. I, therefore, demand that arrangements should be made for plantation on that line so that greenery may be visible. It is tourist headquarter of the entire nation.

I may also mention here that backlog of scheduled castes and scheduled tribes quota in railway department has not been filled. I want to submit to the hon. Minister that backlog vacancies should be filled in Railway department by chalking out a time bound programme so that these people who are unable to get jobs, may get them. Besides, I want to say that Kalka-Amritsar train had been discontinued but it should be

[Shri K.D. Sultanpuri]

restored. All the prisoners of Jodhpur have been released, the people of Himachal Pradesh face difficulties if they want to go to Amritsar or any other place. Therefore, Kalka-Amritsar train should be restored. I request that our request should be acceded to so that people of Himachal Pradesh may be benefited. A provision for Jagadari-Rajban railway line had been made when Pt. Kamalapati Tripathi was the Railway Minister. He had made his speech as Railway Minister but no action has been taken in this regard till now, it should be extended to Jagadhari and Pentasaheb. Pentasaheb is adjacent to Simor and Dehradun but no work has been done. Therefore, I want to request that attention should be paid to what I have said. I congratulate both the Ministers, Shri Scindiaji and Shri Mahavir Prasadji and also want

to congratulate the railway employees for their good work but I want to say that they must pay attention towards our area also and at least minimum facilities should be provided to Himachal Pradesh also so that our State may also make some progress in terms of rail services.

With these words, I thank you for giving me time to express my views.

[English]

MR DEPUTY-SPEAKER: The House stands adjourned to re-assemble tomorrow at 11.00 a.m.

19.35 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 10, 1989 / Phalguna 19, 1910 (Saka)*