Thirteenth Series, Vol. V, No. 15

Tuesday, March 14, 2000
Phalguna 24, 1921 (Saka)

LOK SABHA DEBATES

(English Version)

Third Session
(Thirteenth Lok Sabha)



(Vol. V contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA

Tuesday, March 14, 2000/Phalguna 24, 1921 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[MR. SPEAKER *in the Chair*]

[English]

MR. SPEAKER: Today, outside weather is very good and inside weather is also very good.

11.01 hrs.

ORAL ANSWERS TO QUESTIONS

[Translation]

Shortage of IPS Officers

*261. SHRI SAHIB SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is a shortage of IPS officers in all the States as a result of which the police administration suffer in the States;

(b) if so, the details thereof, State-wise; and

(c) the steps the Government propose to take to make up such shortage?

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) No Sir.

(b) and (c) Do not arise.

[Translation]

SHRI SAHIB SINGH: Mr. Speaker, Sir, in this regard I would like to say that the Central Police Force of Delhi is not sufficient and it is being felt for long that a full force should be deployed here, and if that happens then I.P.S. officers will also be deployed. There is also a need to increase the strength of Central Security Forces which are sometimes being deployed at the airports and sometimes they are being assigned other job, even IPS officers will have to be deployed there. Whether there is any proposal for recruiting more IPS officers in view of the future need arising out of the expansion of Central Security Forces? If any scheme has been formulated in this regard then how many IPS officers will have to be recruited and by when this recruitment is expected to take place?

SHRI L.K. ADVANI: Mr. Speaker, Sir, as far as the efficiency of police force is concerned, there is only one issue related to it and hence I would like that police force should be modernised so that it may be able to cope up with the increasing rate of crimes and threat to the internal security. The question No. 261 of the hon. Member is related to the strength of IPS officers being inadequate. My reply to the question is that there is no significant shortage in this regard. I would like to inform the House that the authorised strength of direct recruitment quota is 2400 for the entire country and presently 2371 IPS officers are working at various levels. It means that the shortfall is of 29 officers and the House would agree that it is not a shortfall in the real sense. This question is related to IPS cadre and is very confined in its nature.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, whether the Government are contemplating setting up a new force say India Military Force, police force or Vahini or something like that so as to adequately increase the strength of the police forces in view of the increasing population and the rise of terrorism in various states of the country.

Secondly, regarding Delhi I would like to say that at present Delhi Police has to perform multifarious jobs. They do investigation work as well as look after the security of the V.I.P"s. Due to which the law and order and investigation of crimes have taken a back seat and investigation process is not completed. What steps are being taken by the Government to overcome these deficiencies.

SHRI L.K. ADVANI: Mr. Speaker, Sir, as I have said earlier, the Supplementary Question asked by Khuranaji may be pertinent with regard to other Questions, but this question is only related to the inadequate strength of I.P.S. officers. This Supplementary Question will be relevant with today's second and fourth Starred Questions. I will reply to these questions when they are asked. Hence this Supplementary Question is not relevant here.

[English]

SHRI RAMESH CHENNITHALA: Mr. Speaker, Sir, 33 per cent of the posts are reserved for promotion from among the State cadre. The State Government has proposed a list of the employees who are likely to get into the IPS. But there has always been a complaint that the Central Government is delaying that process. What is the reason for the inordinate delay in approving the list which is sent by the State Government? For example, six months back, the Government of Kerala forwarded a list. It is still pending with the Ministry of Home Affairs for approval.

At the same time, the quality of the IPS officers has deteriorated. The UPSC is definitely doing the selection. I would like to know from the hon. Minister, through you, whether the Government is contemplating any steps for improving the quality of the IPS officers.

MR. SPEAKER: This question does not relate to the quality. This relates to the shortage of IPS officers.

SHRI L.K. ADVANI: I do not have any information as to whether anything is pending. I will see to it that there is no delay in so far as the Central Government is concerned.

The promotion is done by the UPSC. The Central Government only approves the list. There is no delay in this matter.

[Translation]

SHRI J.S. BRAR: The cadres of IPS officers were changed in the states where emergency was proclaimed. I'd like to tell you about my state, about 50 to 70 such officers were deployed there. Do you have such a list with you by which you could tell as to when those officers will be called back?

SHRI L.K. ADVANI: Under normal procedure, if the officers from outside cadres are sent to other states in specific situation, they are repatriated to normalcy. If any specific question is asked then I will reply to it.

SHRI SUBODH MOHITE: My Supplementary Question relates to the issue of IPS officers.

[English]

The question is also equally important as is the original question. The IPS officers are very good in number. They are guarding the intellectual things.

[Translation]

The working of the police department is also to do with the field work. IPS too carry an importance.

[English]

The importance of the matching field officers is equal to that of the IPS officer.

[Translation]

Hence my next question is whether the matching part of IPS officers are in full strength or not both as quality wise and automotive support wise. If it is not so then,

[English]

Is the Government having any special action plan to provide the matching support of IPS officers? That is my first question?

[Translation]

SHRI L.K. ADVANI: The rest of the officers other then IPS officers too are efficient. Efforts are continuously being made to increase their efficiency so that they too could rise up to the level of IPS officers.

[English]

Is the Government having any special action plan to provide the matching support to the IPS officers? That is my first question.

[Translation]

SHRI RAJO SINGH: Mr. Speaker, Sir, right now, the hon. Minister of Home Ministers has stated that there is a shortfall of 29 IPS officers in states. Through you I would like to know as to how many IPS officers are posted in Bihar, Uttar Pradesh and other states, whether the Government intend to amend the criteria of their posting so that the Number of IPS officers could be increased? I would also like to know whether the Government would like to consider the option of putting a ban on the transfer of IPS officers of those states which are either terrorism prone or otherwise afflicted with other disturbances?

SHRI L.K. ADVANI: Sir, I agree that there is a need to increase the number of police force in the country but I do not think that there is an urgent need to increase the number of IPS officers in the country. Though it is essential that the quality of their work should surely

increase. I would like to apprise the House that in 1997, the then Prime Minister had given a general information that the number of IPS, IAS officers too should come down percentage wise during the downsizing process. Their strength should not increase at the earlier level of percentage. The approach in this regard which has been adopted is that the strength, efficiency of the police force should increase but the number of police officers should not increase as it has during the last few years. This is the approach adopted by the Government.

Modernisation of Police Force

+

*262. SHRI RAMJIVAN SINGH:
SHRI Y.S. VIVEKANANDA REDDY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal for modernisation of police force in the country, State-wise;

(b) if so, the details thereof;

(c) if not, the measures being taken to remove the bottlenecks in the existing police system; and

(d) the steps being taken by the Union Government for setting up forensic labs in every district in the States?

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) 'Police' is a State subject as per the Constitution of India. As such, it is primarily the responsibility of the State Governments to train, equip and modernise their police forces in order to keep pace with the changing security and law and order scenario. However, the Central Government has also advised the State Governments to prepare a perspective plan for modernisation of their police forces.

To supplement the efforts of the State Governments in modernising their police forces, the Central Government has been implementing a Non-Plan Scheme, viz., Scheme for Modernisation of State Police Forces, since 1969-70. Assistance under this Scheme is available for the following purposes:-

(i) Mobility-purchase of vehicles

(ii) Forensic Science labs/Finger Print Bureaux, Centre for Questioned documents buildings, their expansion and renovation, etc.

(iii) Police Training Centre buildings, their expansion and renovation etc.

(iv) Equipment, light weaponry, aids for crowd control, traffic control, VVIP Security.

(v) Communication.

(vi) Equipment/aids to investigation, data processing, office equipment.

20% of the annual allocation to each state under this Scheme is available for forensic science laboratories, Financial assistance under this Scheme consists of 50% loan and 50% grant-in-aid.

In addition to the above Scheme, the Central Government is implementing, with effect from the financial year 1997-98, a special scheme for modernisation of State police forces in the North-East under which arms and ammunition, vehicles and communication and other equipments are being provided in kind. This scheme is 100% funded by the Central Government.

The Finance Commission has also been making allocations in favour of the States for improving their policing infrastructure.

MR. SPEAKER: It is also the same and related question.

[Translation]

SHRI RAMJIVAN SINGH: Mr. Speaker, Sir, the hon. Minister has said that the police administration is a state subject and the State Government are responsible for its modernisation and making other provisions for it but from time to time, the Union Government also co-operate and give its support for the modernisation of the police force and other related works. Right now, the hon. Minister has stated in the reply of the very first question that there is a shortage of police personnel in the country. Even today, on an average, one policemen is responsible to look after the police related needs of 1000 persons. No major infrastructural changes have taken place in the police set up till date. Some areas do not have police stations and police force is also lacking in modern weaponery. There is a need to strengthen the police system to combat the increasing crimes taking place due to the ever increasing population and economic development of the country. I am of the view that it is not possible till the Union Government co-operates in this regard.

Secondly, in our country, the police system is still governed by the Police Act of 1861, which has been in operation, since the days of British imperialism. I would like to know whether the Government is contemplating to bring about a change in the infrastructure of the entire police system in view of the changing pattern of crime due to increasing population and economic development? The police still has the slavish mentality of yesteryears. What steps the Government propose to take to bring a change in the mentality of the police force in the present democratic set up.

In the terrorism affected states like Andhra Pradesh and Bihar.....

MR. SPEAKER: You better ask the question, donot deliver the speech.

SHRI RAMJIVAN SINGH: Sir, my first question is that whether the Government intend to change the infrastructure of the police force and what steps are being contemplated by the Union Government to extend co-operation in strengthening the police force?

SHRI L.K. ADVANI: Mr. Speaker, Sir, the police is at No. 2 in the state list of the Indian Constitution. Hence it is a constitutional provision that the administration and functioning of police is the responsibility of the State Government. But despite all this we are aware as to how rapidly the crime rate has increased, threats to internal security have increased and the State Governments do not have adequate resources to combat these. Hence, for the last few years a new scheme has been formulated under which the Central Government has been providing financial and other help to the State Governments for modernisation of the police force, to equip it with modern weaponery and increase its mobility and capacity to communicate. Recently, the Ministry of Home Affairs had written letters to all the State Governments and asked them to furnish a perspective plan of five years in which details should be furnished about the requirements for modernisation of police force so that the Union Government may hold consultation with the Planning Commission and the Finance Commission and provide you help in this regard. Most of the states have given their perspective plans and action is being taken. Some recommendations have been given but the Centre is committed and active in the direction of modernising the police force and making it efficient to check the crime.

SHRI RAMJIVAN SINGH: Andhra Pradesh and Bihar too are afflicted with the problem of terrorism in the same way as the North-Eastern state. Centrally sponsored schemes have been in operation in the North Eastern states. Do your propoes to implement the same in Bihar and Andhra Pradesh?

SHRI L.K. ADVANI: Last week, we had an unfortunate implication of terrorism in Andhra Pradesh and it is relevant to the question asked by the hon. Minister. The former Minister of Home Affairs and Minister of State for Panchayati Raj of Andhra Pradesh were killed in an landmine blast. Even then I had laid a great stress to organise a conference of five to six naxalite affected states. Now a decision to organise a conference of these states in the first week of April in Delhi has been taken in which other than the Director, Chief Ministers of the States, the Director-General of police have been invited to attend the Conference. Earlier too, a similar kind of Conference was organised in Hyderabad two years back and a Co-ordination Committee was set up.

[English]

To meet with the Naxalite violence.

[Translation]

It has been constituted under the Chairmanship of the Home Secretary where these meetings are organised regularly.

[English]

SHRI S. BANGARAPPA: What are the names of those States?

SHRI L.K. ADVANI: The States are Andhra Pradesh, Maharashtra, Orissa, Madhya Pradesh and Bihar. These are the five principal States. There have been some evidences of people trying to spread to other parts just as one recent incident in Karnataka. The Karnataka Chief Minister also met me in this connection and pointed out that the impact is being felt very often when there is a pressure, say in Andhra Pradesh on the naxalites there. There is a tendency to go away to the neighbouring States. That is there. We are conscious of it. But, for the time being, I have mentioned about the five States which are affected.

SHRI Y.S. VIVEKANANDA REDDY: There were increased activities of extremists and naxalites in Andhra Pradesh which, unfortunately, saw the killing of our Minister in Andhra Pradesh. Naxalite activity has been very extensively noticed since so many years. We need to strengthen our police forces in respect of technology and weaponry in addition to the funds allocated to the States. Fund is a very important aspect. This activity is more an economic problem also. Economic backwardness is also a cause for the naxalite activity.

MR. SPEAKER: Do you want more funds? What is your question?

SHRI Y.S. VIVEKANANDA REDDY: I would like to draw the attention of the hon. Minister to one aspect. The Government of India should liberally fund the State Governments to counter the extremist and naxalite activities in the State.

MR. SPEAKER: It is a good question.

SHRI L.K. ADVANI: The hon. Member is right in saying that the violent activity of this kind as is being indulged in Andhra Pradesh or other States has a relation also to economic problems of the people there. Therefore, the task of security and the task of development must be undertaken together by the State Governments. So far as security is concerned, the Central Government has evolved a scheme of reimbursing such States with security-related expenditure. Already, Andhra Pradesh has lately been given an amount of Rs. 30 crore. This amount has been released to the State on this account.

[Translation]

KUMARI UMA BHARATI: Mr. Speaker, Sir, through, you I would like to state to the Hon'ble Home Minister that a large part of Madhya Pradesh has come in the grip of naxalism. The problem of Madhya Pradesh has increased due to Patwari, Police and Forest department. But the Government of Madhya Pradesh proved fully incompetent in dealing with the problem of naxalism. ...*(Interruptions)* Whether the Union Government is making any special plan to assist the State Government?...*(Interruptions)*

SHRI SATYAVRAT CHATURVEDI: To take the name of one State and saying that naxalism is prevelent there only is to deceive oneself....*(Interruptions)* Due to naxalite problem in many State a large number of people have been killed.

SHRI L.K. ADVANI: Mr. Speaker, Sir, in the names of State which I have mentioned Madhya Pradesh is also one of them and I am in touch with the State Government about naxalite activities in the State. The Chief Minister of Madhya Pradesh met me about this matters a few days back. The decision to organise a conference in the month the April was taken during the meeting of Chief Minster. Union Government will continue in providing full cooperaton to State Government about this subject.

KUMARI UMA BHARATI: Chief Minister of Madhya Pradesh is protecting naxalism....*(Interruptions)*

SHRI SATYAVRAT CHATURVEDI: To take the name of only one State is equal to deceive oneself.

SHRI L.K. ADVANI: State Governments are trying to solve this problem earnestly and from our side we are providing full cooperation to them.

[English]

SHRI ANIL BASU: Sir, there are two types of schemes. One is the Non-Plan Scheme under which assistance is provided to the State Governments by the Home Ministry and the second is a Special Scheme for the North-Eastern States. Under the Non-Plan Scheme, for six items, assistance is provided to the State Governments for modernisation. Under the Special Scheme for the North-Eastern States, hundred per cent money is funded by the Central Government. I would like to put a categorical question to the hon. Home Minister. What are the types of arms, ammunition, vehicles, communication and other equipment which are supplied to the States? It is for both the North-Eastern and other States. How procurement is done by the Home Ministry? I would like to know whether the Home Ministry itself is procuring the whole system or whether the fund is provided to the States for acquiring the system. How much fund has already been spent for providing Non-Plan Scheme assistance to the States and for Special Schemes for the North-Eastern States?

SHRI L.K. ADVANI: Under the Scheme of Modernisation of Police Forces particularly in the North-Eastern States, we provide assistance in kind also—not merely finance. For example, for the North-Eastern States, we have provided 1567 vehicles, 12405 different kinds of arms just as LMG, SLR, carbines and pistols. Then, for ammunition it amounts to Rs. 43,71,980. 2692 wireless equipment have been provided. It is in kind that this kind of an equipment is provided to the North-Eastern States. I can also say that in the North-East, including Sikkim, if there are eight States, four of the States are by and large peaceful. Four States are affected by militancy, insurgency or violence of this kind. But in the last few years, there has been some containment of militancy in the North-East, particularly in Assam. But Tripura and Manipur continue to be affected. To some extent, Nagaland is affected. Nagaland and Assam are the two States affected. The other four States like Meghalaya or Mizoram are by and large peaceful. Sikkim is also peaceful....*(Interruptions)*

MR. SPEAKER: I am calling the Members from the affected States.

....*(Interruptions)*

SHRI ANIL BASU: What about the Non-Plan Scheme assistance to the States?

SHRI L.K. ADVANI: About the Non-Plan Scheme, they have been in touch with the Planning Commission.

PROF. UMMAREDDY VENKATESWARLU: Mr. Speaker, Sir, as the hon. Minister has stated that though law and order is a State subject and modernisation of the Police Forces, equipment, training part and all these things form part of the problem of the State Governments, yet certain issues have been growing beyond the proportion. It has been reaching the dimension of a big menace. It is not being confined to one particular State. It has become an inter-State problem nowadays. It is not only naxalite problem in Andhra Pradesh. It is a problem which has been persisting in the State for the past two to three decades. Since the problem is growing, the action that is being pursued at the Central Government level is not growing proportionately. Two years ago, a meeting was called and this issue was discussed. After two years, it has been conveniently forgotten. No action has been taken proportionately. Here, you can look at that there are two schemes which have been given. One is the Non-Plan Scheme and the other is a Special Package.

MR. SPEAKER: Please put your supplementary because I have got ten names with me.

PROF. UMMAREDDY VENKATESWARLU: This is such an important issue that has claimed the lives of very important people. Even, one of our Ministers, Shri Madhav Reddy, was killed recently.

Coming to my point, a Special Scheme has been given to the North-Eastern States in 1997-98....*(Interruptions)*

MR. SPEAKER: We are going to discuss the Demands for Grants also. At that time, you can raise it.

....*(Interruptions)*

PROF. UMMAREDDY VENKATESWARLU: A Special Scheme has been extended to the North-Eastern States to mitigate the insurgency problem from 1997-98 onwards. But no such Special Package has been extended to mitigate the naxalite menace in Andhra Pradesh and in respect of the five related States. Even onwadays, it has also been extended to the neighbouring States like Karnataka and Tamil Nadu as far as this particular issue is concerned.

I would like to know from the hon. Minister whether such a Special Package on a hundred per cent funding basis will be extended to these five States which are affected, where the naxalite menace is there, by the Central Government. I would also like to know whether this can be treated as a most severely affected area as far as the naxalite menace is concerned so that even some of the civilian lives and properties can also be protected by the Government. This is no more a State issue.

This is no more a State issue. This has now reached a bigger dimension and the Central Government has to come into action on a war-footing.

SHRI L.K. ADVANI: Mr. Speaker, Sir, when in reply to an earlier question I said that a Conference was held in 1998 and another Conference is being convened in the first week of April this year, it did not mean that during this interlude the Government was totally unconcerned about it. As I mentioned, we set up in that Conference held at Hyderabad in 1998, an institutionalised arrangement under the Chairmanship of the Home Secretary to keep track of all Naxalite activities in these States and to see the kind of progress that was being made. This monitoring mechanism has been in place for these 1-1/2 or 2 years and they have been meeting regularly.....*(Interruptions)* Shri Bangarappa, I have not completed.

MR. SPEAKER: Let him complete.

SHRI L.K. ADVANI: Insofar as Andhra Pradesh is concerned, I have compared the position which was there 1-1/2 or 2 years back and the position that is there now, and there is an improvement in the situation, though an incident of the kind that occurred last week where Shri Madhav Reddy was killed, certainly brings the issue into highlight.

So far as the second part of the Question is concerned, I can only say that within our resources, the Central Government would be willing to give all assistance to these affected States....*(Interruptions)*

MR. SPEAKER: Shri Advani, is there any objection to have Half-an-Hour discussion on this?

SHRI L.K. ADVANI: No objection, Sir.

MR. SPEAKER: The Government is agreeing to have Half-an-Hour discussion on this.

....*(Interruptions)*

MR. SPEAKER: The Home Minister is agreeing to have Half-an-Hour discussion. We shall have Half-an-Hour discussion on this.

SHRI PRIYA RANJAN DASMUNSI: Sir, Half-an-Hour discussion is not enough, it should be a proper discussion under rule 193. There are many Members who want to participate....*(Interruptions)*

MR. SPEAKER: The Home Minister is agreeing to have Half-an-Hour discussion.

....*(Interruptions)*

MR. SPEAKER: I have allowed Half-an-Hour discussion. You will be given a chance. Now we go to Q. 263.

AIDS Control Programme

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*263. DR. RAMESH CHAND TOMAR:
SHRI NARESH PUGLIA:

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

(a) whether attention of the Government has been drawn to the news-item captioned "Women's organisations cry foul over AIDS programme" as appearing in the Statesman dated January 18, 2000;

(b) if so, the facts of the matter reported therein and the reasons for their resentment;

(c) whether the Government have since taken any decision to review the AIDS control programme; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) to (d) A statement is laid on the Table of the Lok Sabha.

Statement

Some representatives of women's organizations have expressed concern on the component of Targeted Interventions in the National AIDS Control Programme Phase-II alleging that interventions with sex workers would raise their self esteem and lead to demands or legalizing the sex trade. They have also urged the Government to take up programmes for rehabilitation for women who are victims of trafficking and sexual exploitation.

The Secretary (Health) had wide ranging discussions with these women's groups and also other women's organizations who are working in this field. In his meeting Secretary (Health) clarified that the approach of Targeted Intervention adopted in the NACP-II is part of the public health policy which aims at arresting the infection at source. The Secretary (Health) clarified that the objective of Targeted Interventions is to empower and enable marginalized communities, in which sex workers are also included, to protect themselves from HIV/AIDS and to prevent the further transmisstion of the infection into the general population.

It was also clarified that apart from sex workers other marginalized communities such as intravenous drug users, truckers, migrant labour, street children and prisoners were included in the Targeted Interventions approach. To accommodate the concerns of the women's organizations about inadequate focus on rehabilitation, it was also decided in the meeting, that the Ministry of Health will be ready to fund some pilot projects for rehabilitation of victims of sexual exploitation. However, such pilot projects would have to be undertaken under the overall supervision of the nodal ministry i.e. Department of Women and Child Development, Ministry of Human Resource Development.

In a subsequent brainstormig session convened by the Minister of State (Independent Charge), Ministry of Health and Family Welfare to discuss various issues involved in the National Programme for prevention and control of HIV/AIDS, there was general endorsement of this approach.

The National AIDS Control Programme Phase-II has been formally launched in December, 1999 with a total budget of Rs. 1425 Crore. This programme has five components:

(i) Priority Targeted Interventions for group at High Risk

(ii) Preventive intervention for the general community

(iii) Low cost AIDS care

(iv) Institutional strengthenig

(v) Intersectoral collaboration

[Translation]

DR. RAMESH CHAND TOMAR: Hon'ble Speaker, Sir, the programmes which the Government have started and the amount spent to control AIDS, the results of those are not upto the mark. AIDS is continuously spreading. To restrict this disease, the attitude of Government has

to be changed. Government thinks that sex workers and truck drivers are spreading this disease. I demand that Government should bring a change in this attitude. I would like to know from the Hon'ble Minister that. When Government is taking some effective steps by making amendments in the on going projects to restrict the disease of AIDS and what are these steps?

[English]

SHRI N.T. SHANMUGAM: Sir, for the first phase, that is, from 1992 to 1997, the World Bank-aided assistance is $24 million for the AIDS Control Programme. In this Programme, the main aim is: (i) to stop the spread of HIV/AIDS; (ii) to decrease the morbidity and mortality of the HIV-associated persons; (iii) to minimise the socio-economic impact resulting from the HIV infection. The object of these three aims is achieved by this Programme. After detailed consultations with NGOs, Governmental organisations and others, the AIDS control Programme-II was launched in September, 1999. The allocation for the second Programme is.....*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, he is not answering the question.....*(Interruptions)*

SHRI N.T. SHANMUGAM: I am coming to that.

SHRI PAWAN KUMAR BANSAL: Sir, what was the question and what is the answer being given!

SHRI N.T. SHANMUGAM: Sir, the Government is taking full steps to control the HIV/AIDS....*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, you please ask the hon. Member to repeat the question. The hon. Minister is not replying to the question properly....*(Interruptions)*

SHRI N.T. SHANMUGAM: The Government is taking full steps to control the HIV/AIDS through the National AIDS Control Programme Phase-II....*(Interruptions)*

MR. SPEAKER: The hon. Minister is replying about steps to control the measures and what they have done.

SHRI RAMESH CHENNITHALA: Sir, the hon. Minister is not answering the question. The question is different and the answer is different.....*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, the hon. Minister is reading from prepared answer....*(Interruptions)*

MR. SPEAKER: Hon. Members, please take your seats. Let the hon. Minister complete and then you can ask your questions.

[Translation]

SHRI PRIYA RANJAN DASMUNSI: Hon'ble Member should also speak on this subject.

[English]

SHRI PAWAN KUMAR BANSAL: Sir, you please ask the hon. Member to repeat the question for the Hon'ble Minister.

SHRI N.T. SHANMUGAM: Sir, the problem of controlling AIDS does not encourage prostitution. Therefore, they are empowering prostitutes by promoting condoms thus saving themselves first and again saving others by preventing transmission of the disease to the other general population. Therefore, the Targeted Interventions are the second phase of the National AIDS Control Programme. It is particularly for the prostitutes and others such as truck drivers, street children and migrant workers. Therefore, we are taking very good steps to subside the transmission of ADIS....*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: I would request the hon. Minister to see part [c] of the question. I do not understand what he is replying to....*(Interruptions)*

SHRI N.T. SHANMUGAM: It will not legalise prostitutoin. We are promoting condoms for the prevention of the transmission of the AIDS disease.

[Translation]

DR. RAMESH CHAND TOMAR: Hon'ble Speaker, Sir, as the Government have set up T.B. hospitals and separate T.B. wards in hospitals to check T.B. In the same way whether the Government is going to set up separate AIDS hospitals to check the spread of AIDS or are they going to set up separate wards in the hospitals. Please oblige me in giving information in this regard. ...*(Interruptions)*

[English]

MR. SPEAKER: What is this? Please listen to him.

SHRI N.T. SHANMUGAM: Sir, no separate hospitals are set up by the Government because infectious diseases like T.B. are alreaddy controlled by National T.B. Control Programme....*(Interruptions)*

MR. SPEAKER: Mr. Minister, the supplementary is whether the Government is constructing any new hospitals for prevention of AIDS.

SHRI N.T. SHANMUGAM: Sir, we are not consturcting any new hospitals for controlling AIDS....*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, what is this reply?...*(Interruptions)*

SHRI N.T. SHANMUGAM: Sir, we are not going to construct new hospitals for AIDS....*(Interruptions)*

MR. SPEAKER: Shri Naresh Puglia to put his supplementary now.

...*(Interruptions)*

SHRI N.T. SHANMUGAM: Sir, I will examine the hon. Members view and find out the ways and means for constructing new hospitals....*(Interruptions)*

[Translation]

SHRI NARESH PUGLIA: Mr. Speaker, Sir, through you I would like to know from to Hon'ble Health Minister that all leading women's organisations met Hon'ble Prime Minister, Health Minister and officials of Health Ministry. Their aim on the one hand is to bring awareness in public and students through Union Government and State Governments and on the other hand Government is propogating that use of condom brings down chances of getting AIDS disease through its use. About this the Hon'ble Prime Minister stated that he will find a solution in this regard after discussing it with the relevant Ministry. But hon'ble Minister said that he did not receive this type of information from Prime Minister. Through you I would like to know from the hon'ble Minister that what steps the Ministry is going to take about the disinformation compaign going on about condoms.

Mr. Speaker, Sir, part (b) of my question is that the 3.5 million people have been suffering from AIDS in the country.

[English]

MR. SPEAKER: Is your Supplementary concerning publicity for AIDS control?

SHRI NARESH PUGLIA: Yes. It is part (a) of my question and part (b) of my question is about building of new hospitals for the AIDS control....*(Interruptions)*

MR. SPEAKER: First of all, I have to ascertain the Supplementary, then only I can ask the Minister to answer.

....*(Interruptions)*

SHRI NARESH PUGLIA: My part (b) of the Supplementary is whether the Government is giving some financial aid to the charitable and Government hospitals for prevention of AIDS in various States.

MR. SPEAKER: It is a good question. Now, the Minister may reply.

SHRI N.T. SHANMUGAM: Some of the representatives of the women's organisations met the Prime Minister on 27th of November and gave a memorandum. Their allegation was that the promotion of condoms encourages prostitution and it may lead to a demand for legalising prostitution. But it is not so. This is for the empowerment of women. First, they are saving themselves and then, they are also saving other people from spreading HIV/AIDS. Also, they wanted rehabilitation of prostitutes. The PMO, after receiving the communication, asked to meet the officials of the Health Ministry and have a consultation with them. The Secretary met the representatives from the PMO and explained to them that the intention of the Government is to control the transmission of HIV, and it is not encouraging, in any way, the prostitution and will minimise the HIV transmission. The HIV transmission is mainly through the sex. Therefore, we are promoting the use of condom.

Again, representatives of women's organisations from Chennai, Mumbai and Kolkata met the Secretary. They also supported the targeted intervention by the Health Ministry. Again, the PMO asked the Health Ministry to evolve an independent evaluation in the phase I of NACP and also continue dialogue with the women's organisations....*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, the question is whether the Government is considering giving some support to the charitable hospitals and institutions....*(Interruptions)*

SHRI N.T. SHANMUGAM: There are two questions. I am answering the first question. I would come to the second question also. They have asked us to continue dialogue with the women's organisations and address their concerns expressed from time to time. This is the answer of the first question. The second part is....*(Interruptions)*

MR. SPEAKER: Hon. Minister, this is the third time, I think, the entire House expects some relevant replies from you. Please keep this in mind and give the reply.

...*(Interruptions)*

SHRI N.T. SHANMUGAM: The second part is that....*(Interruptions)* Regarding the second part of the question, the Health Ministry will examine it and do the necessary amends....*(Interruptions)*

[Translation]

SHRI SHRIPRAKASH JAISWAL: Mr. Speaker, Sir, have you realised that the hon'ble Minister has not given a proper reply so far and this has happened three four times before also, but the Government is not reacting this. The Government should either withdraw the [illegible] or some other Minister should be deputed to give reply on his behalf....*(Interruptions)*

[English]

MR. SPEAKER: Q. No. 264.

...(Interruptions)

SHRI RAMESH CHENNITHALA: The Health Ministry is such an important Ministry and he is giving such answers....*(Interruptions)*

MR. SPEAKER: I have already advised the Minister ot give proper reply.

...(Interruptions)

MR. SPEAKER: Q. No. 264, Shri K. Yerrannaidu.

...(Interruptions)

MR. SPEAKER: The time is very short.

...(Interruptions)

MR. SPEAKER: The Chair has already advised the Minister to give proper reply next time.

VIP Security

*264. SHRI K. YERRANNAIDU:
SHRI NAMDEO HARBAJI DIWATHE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the report in the Times of India dated January 8, 2000, to the effect that Delhi Police devotes just 40% or less of their time, resources and energies in preventing and detecting crime, and the rest being spent on VIP Security.

(b) the percentage of time and resources of other security outfits on VIP duties;

(c) whether the Government have reviewed or have undertaken a review of the needs of VIP security in respect of different individuals; and

(d) if so, the outcome thereof by way of withdrawing futile security arrangements unconnected with security risks?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) The news item which appeared in Times of India on 8.1.2000 has come to the notice of the Government. As of now, Delhi Police has a total strength of 53,229. Out of this, 5939 Police Personnel are deployed for security of protectees. The remaining Force is deployed on various other policing duties. Deployment of Police personnel for security of portectces depends upon the number of portectees at a particular time and other ground requirements. Therefore, the figures of deployment on security duties do not remain constant. Presently, 8,282 Police Personnel are deployed on such duties in Delhi. Out of this, 5,939 belong to Delhi Police and the remaining are drawn from other Forces.

(c) and (d) As per the security scheme, the need for security and scale of security arrangements are reviewed periodically based on latest threat perception in each case. This is a continuing process. Government have a duty to see that persons in public life, who invite wrath of militants or terrorists are given due protection. Government also have a duty to ensure protection of common citizens. In order to ensure that adequate police force is available for the security of common citizens, the Government continuously reviews deployment on personal security to ensure optimal use of the force.

SHRI K. YERRANNAIDU: Mr. Speaker, Sir, it is a very important question. Delhi is a Capital city and also the most prestigious town. Here, we should keep perfectly law and order, but the number of police personnel is not sufficient to control law and order. Everyday, there are a lot of incidents of murder, dacoity etc.

We are deploying the police personnel even for the VIP security. That is why, through you, Sir, my question to the hon. Minister is, will the Minister constitute a separate police force to look after VIP security exclusively? Then, in Delhi, they will have to look after VIP security only, and the Delhi Police will look after the law and order problem. Is the Government thinking on those lines?

SHRI L.K. ADVANI: Sir, the hon. Member's question is based upon *The Times of India* Report in which it has been pointed out that the police in Delhi have several tasks to attend to, apart from dealing with crimes and criminals; and those tasks are not merely VIP security, it includes a number of things. Here, rallies take place, processions are there, festivals are there, and it is in that context that the Commissioner of Police, perhaps, said that the percentage of police actually engaged in crime detection is relatively less than what it should be. He refers even to traffic; traffic control is a part of the normal duty of police. But I appreciate that in a city like

Delhi, where the population is growing every year at a phenomenal pace, there is need for a larger police force.

So far as VIP security is concerned, in pursuance of the discussions we have had in this House, when we were discussing a Bill, the Home Ministry declared its approach to be that firstly, VIP security will be renamed as personal security. It is not VIPs, but persons who in the discharge of their duties become subject to the anger of militants and terrorists should be protected. This is the duty of the State, and there are laws framed for this purpose. I can only tell you that we have tried to see that this is minimum, and the result of this is that while at one time, the number of protectees in Delhi used to be 505, today it has been brought down to 359. And if the guidelines that have been decided in February last, two months back, are implemented, the number may well come down to 250. This, I think, would be a significant move in the direction of ensuring that Delhi Police attend to the problems of crimes and criminals more than other things.

SHRI K. YERRANNAIDU: My worry is that if any incident takes place in Delhi, then it will send a wrong message to the entire nation. So many foreign nationals and dignitaries frequently come to India. That is why, we should enhance the police force, particularly in Delhi, to maintain law and order, to provide VIP security, to look after traffic control and so on. This is my appeal through you, Sir.

MR. SPEAKER: It is a suggestion.

SHRI L.K. ADVANI: I appreciate that.

SHRI MADAN LAL KHURANA: Thank you very much.

[Translation]

SHRI NAMDEO HARBAJI DIWATHE: Mr. Speaker, Sir, the hon'ble Minister has not made any mention about Naxalities in his reply. He has mentioned about extremists and terrorists only. I would like to draw the attention of the Government towards Bhandara, Chandrapur and Garhchiroli areas of Maharashtra where Naxalite activities are on the rise and the area is badly terror stricken. Therefore, I would like to know from the hon'ble Minister as to what action is being taken to protect the area from Naxalite activities. I also want to know the funds spent on providing security to an M.P. or a person?

[English]

SHRI L.K. ADVANI: Sir, this question relates to the size or the Delhi Police and, in that context, whether more police would be made available for dealing with crimes and criminals rather than duties like personal security or rallies and processions etc. It is in that regard.

[Translation]

SHRI NAMDEO HARBAJI DIWATHE: Mr. Speaker, Sir, activities of Naxalites are spred all over Maharashtra. Naxalites are operating there just like extremists and terrorists. Therefore, I would like to know from the hon'ble Minister as to what is the plan formulated by the Government to protect the people of Maharashtra from Naxalite activities?

SHRI SATYAVRAT CHATURVEDI: Mr. Speaker, Sir, the hon'ble Minister must read the survey report of some newspapers a few days ago in which it has been stated that the crime against women has the highest percentage in Delhi city. In this regard, I would like to ask two questions from the hon'ble Minister. First is that according to norms, what is the ratio of police as against the general population and whether the number of Delhi Police personnel is adequate in the city?

Secondly, lately there has been a steep rise in the crime against women. I would like to know whether Ministry of Home Affairs has taken any special measure to control it? If so, what are those steps?

MR. SPEAKER: Are you asking about VIP women?

SHRI SATYAVRAT CHATURVEDI: I am asking about the general public and not about VIP women.

SHRI L.K. ADVANI: Hon'ble Mr. Speaker, Sir, generally the weaker section is the prime target or criminals. Therefore, it has been observed that not only in Delhi but everywhere in the country. Women are the first target. As far as Delhi is concerned, the sanctioned strength of Delhi police is 56,954 while the actual strength is 53,229.

I agree with this suggestion of the hon'ble member that this strength is required to be increased and Ministry of Home has been working in this direction.

SHRI SATYAVRAT CHATURVEDI: I have asked you about the norms of ratio in proportion to the population and whether these norms are adequate?

SHRI L.K. ADVANI: They are inadequate in that proportion.

SHRI SATYAVRAT CHATURVEDI: What special efforts have been made to arrest the rise in crime against women?...*(Interruptions)*

SHRI L.K. ADVANI: During the last few years, it has been reduced but still it is on the higher side....*(Interruptions)*

SHRI SATYAVRAT CHATURVEDI: Delhi tops in crime against women....*(Interruptions)* It is not so high in any other metropolitan town....*(Interruptions)*

SHRI L.K. ADVANI: I agree with you....*(Interruptions)*

SHRIMATI KANTI SINGH: Mr. Speaker, Sir, hon'ble Minister has just now said that crime is generally committed on weaker....*(Interruptions)* and women are the weaker ones....*(Interruptions)* Do we really look weaker?....*(Interruptions)*

[English]

SHRI P.C. THOMAS: Sir, today there are reports in the newspapers that an instrument, which is being used for security of VVIP movement, a wireless set, has been found somewhere outside other than the place where it should actually have been. It is very disturbing that a high frequency instrument which has to be kept in very safe place, which has to be operated in a very safe manner and which is connected with VVIP movement in Delhi has been seen is an open place.

Has the Government got any information with regard to this and, if so, what is the response of the Government in this regard?

Sir, I may also say that the number of former Prime Ministers seem to be increasing. I hope, it is not going to increase immediately. But it is increasing. So, we have to see that security of the people around them are also given due weightage....*(Interruptions)*

Moreover, since the number of VVIPs is increasing we are duty bound to provide security to all our leaders. Will the Government see to it that proper steps are taken in this regard, especially when other VVIPs are coming to this country and there are controversies in regard to that?

[Translation]

MR. SPEAKER: It relates to V.I.P. Security.

[English]

SHRI L.K. ADVANI: Sir, so far as the finding of a wireless set outside is concerned, the matter is being enquired into. The police has taken note of it.

So far as the VVIP security is concerned, I have already said that it would be better to call it personal security of individuals who are threatened by militants. While it is the duty of the State to took after them, it is also the duty of the State to see that in that process, nuisance is not caused to the common people; and to control crime and criminal, the principal role of the police is not hampered, and all these various dimensions of the task are being attended to.

SHRI PRIYA RANJAN DASMUNSI: The hon. Home Minister responded very nicely to the question related to harassment of women and that provokes me to put a question to the hon. Minister. I support Shri Yerrannaidu's suggestion.

In view of the harassment of women that is going on in various parts of India, especially villages, and in the Capital of the country Delhi, will the hon. Minister, in his own wisdom, consider it as a matter of national policy to deploy a women Sub-Inspector or a woman Inspector compulsorily in every police station? I say this because I can give you a number of cases where women, even after being harassed, could not safely depose in the police stations about their complaints. The treatment offered to those women is a matter for serious consideration. Therefore, will the hon. Minister consider it as a matter of national policy?

MR. SPEAKER: Shri Dasmunsi, the question relates to VIP security.

SHRI PRIYA RANJAN DASMUNSI: Sir, I had put this question since the hon. Minister has answered a related question.

SHRI L.K. ADVANI: Sir, in the last Conference of Directors-General of Police and Inspectors-General of Police, stress was laid on having exclusive women *thanas* run principally by women officers. In some States this has been a success. It was tried even in Delhi but it did not succeed very much at that time. Even then, I have asked the police set up here to pursue the matter.

The Hon. Member's suggestion about having one police officer in every police station may not suffice. but there has been a conscious effort to see that more and more women police are recruited in the police force so that problems which women face in these matters are properly attended to.

SHRI PRIYA RANJAN DASMUNSI: Will there be a national policy to deploy one women Sub-Inspector in every police station?

SHRI L.K. ADVANI: It is a suggestion for action.

[Translation]

Target for Mass Literacy

*266. SHRI KUNWAR AKHILESH SINGH:
SHRI ANANTA NAYAK:

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

(a) whether the Government propose to make the right to education as a fundamental right;

(b) if so, the States lagging behind in achieving the target of mass literacy and the reasons therefor;

(c) the steps proposed to be taken by the government to bring them at par with the other States in this regard;

(d) whether the Union Government have discharged their duty of formulating a meaningful policy for mass literacy;

(e) if so, the details thereof; and

(f) if not, the time by which the Union Government would formulate a policy in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) Yes, Sir.

(b) to (f) A statement is laid on the table of the House.

Statement

(b) A total of nine States had literacy rates below the national average of 52.2% as per 1991 census. These States are Jammu & Kashmir, Rajasthan, Uttar Pradesh, Bihar, Madhya Pradesh. Orissa, Andhra Pradesh, Meghalaya and Arunachal Pradesh.

Some of the main reasons indentified for low levels of Mass Literacy in these States are:

> Poverty;

> High rate of population growth; and

> Social barriers standing in the way of female education.

(c) The Government is taking a number of steps to bring the above States at par with other States. These include programmes launched to promote universalisation of elementary education, viz. the National Programme for Nutrition Support to Primary Education, Operation Black Board, District Primary Education Programme (DPEP), Non-Formal Education Programme. Lok Jumbish and Shiksha Karmi Projects. A large number of programmatic State specific initiatives have also been taken to improve Elementary Education. These include setting up of Education Guarantee Centres appointment of Shiksha Karmis, Decentralization of Management of Elementary Education of Panchayati Raj Institutions and Urban Local Bodies and provision for Village Education Committees and School Management Committees, etc.

The National Literacy Mission had taken the initiative to launch Literacy Programmes in all these States. In order to strengthen the resource support for preparation of literacy material and training of literacy functionaries, State Resource Centres have been set up. Jana Shikshan Sansthans to cater to the Educational and Vocational needs of adults have also been established.

(d) and (e) Yes, Sir.

The Government proposes to launch the Sarva Shiksha Abhiyan to bring all children in the age group of 6-14 years to school/education guarantee centres/back to school camp by 2003 and to provide 5 years of primary schooling by the academic year 2007 and 8 years of elementary schooling by the academic year 2010.

In order to achieve the aim of attaining the sustainable, thresh-hold literacy rate of 75% by the year 2005, the Union Cabinet has taken major policy decisions in its meeting held on 30th November, 1999. As per the Cabinet decision, a clear cut policy for achieving the aim of sustainable level of literacy by the year 2005 has been formulated. The chief components of the new policy are:

> Integration of phases of Total Literacy and Post Literacy

> Delegation of powers to States level Literacy Mission Authorities

> Enlarging the scope of Continuing Education

> Strengthening of Jana Shikshan Sansthans and allowing them to operate in rural areas.

> Revitalising of State Resource Centres for preparation of better teaching learning material and improved quality of training.

(f) Does not arise.

KUNWAR AKHILESH SINGH: Mr. Speaker, Sir, through you, I would like to know from the hon. Minister as to what action plan has been formulated by the Government to include the right to education as a fundamental right and what efforts have been made in this regard?

The second question that I would like to ask is regarding the State of Jammu and Kashmir, Rajasthan, Uttar Pradesh, Bihar, Madhya Pradesh, Orissa, Andhra Pradesh, Meghalaya and Arunachal Pradesh which represent 60% of the country's population. I order to achieve the national average rate of literacy, is the Government going to establish inter-college in every Nayay Panchayat and a Mahavidyalaya in each block of these States? Has the Government any concrete plan to achieve the national average rate of literacy in these states?

DR. MURLI MANOHAR JOSHI: In Order to include the right to education as a fundamental right, a bill was introduced in the Rajya Sabha and the Standing Committee on Human Resource Development submitted its report on this bill. Thereafter, in this connection a draft was formulated and presented before the cabinet. This is being scrutinised by a group of ministers and the next action will be taken after their decision.

So far as the second question is concerned, many steps have been taken to enhance the rate of literacy in all those states. One of the steps is that we have....*(Interruptions)*

KUNWAR AKHILESH SINGH: I have not asked about the literacy. I have stated that Uttar Pradesh, Rajasthan, Madhya Pradesh, Jammu and Kashmir and Meghalayas represent 60% of country's population....*(Interruptions)*

MR. SPEAKER: You can ask it in the supplementary question also. Please be seated.

DR. MURLI MANOHAR JOSHI: You are asking about literacy and nothing else.

KUNWAR AKHILESH SINGH: I am asking about achieving the standard of education.

DR. MURLI MANOHAR JOSHI: Your question concerns the public literacy. If you want to ask a question regarding the level of education, then a separate notice is required. That subject requires a separate notice.

KUNWAR AKHILESH SINGH: I have asked a supplementary, the reply given by you....*(Interruptions)*

[English]

SHRI ANIL BASU: Sir, it is most unfortunate that the hon. Minister is saying this. He is a knowledgeable Minister.

DR. MURLI MANOHAR JOSHI: I was replying to the question and he interrupted. Therefore, I had to say that.

SHRI ANIL BASU: The Minister should not treat the House like this.

[Translation]

MR. SPEAKER: Let the reply come first.

12.00 hrs.

KUNWAR AKHILESH SINGH: I have not got the reply to my question from the hon'ble Minister. I repeat my question that Rajasthan, Uttar Pradesh, Madhya Pradesh, Orissa and Bihar represent 60% of country's population. In order to achieve the national average rate of education, is the Government going to establish inter-college in every Nayay Panchayat and a Maha Vidyalaya in each block of these states and where the Government have any special action plan to achieve the national average rate of literacy in these states.

DR. MURLI MANOHAR JOSHI: State Government are responsible to open new schools. Central Government does not open any school at any place directly.

KUNWAR AKHILESH SINGH: If State Governments are responsible to do this task, will you provide resources to them.

WRITTEN ANSWERS TO QUESTIONS

[English]

Exploitation of Continental Shelf

265. SHRI T.T.V. DHINAKARAN: Will the Minister of OCEAN DEVELOPMENT be pleased to state:

(a) the measures taken by the Government to exploit the Continental shelf for economic development in the country;

(b) whether the Government have entered into any agreement with any multinational company for exploring the continental shelf or any part of the ocean; and

(c) if so, the details thereof?

THE MINISTER OF HUAMN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) The majority of the measures taken by the Government relate to the Petroleum and Natural Gas sector. In this sector the Government has taken steps by way of surveys, drilling, exploration and exploitation of oil and gas in the Continental Shelf for economic development in the country.

(b) and (c) Yes, Sir. In the Petroleum sector, at present eight Production Sharing Contracts (PSCs) for exploration blocks and four PSCs for discovered fields in offshore areas involving foreign companies are under implementation, for exploration of oil and gas.

The terms and conditions of these PSCs, in brief provide for

(1) Customs duty exemption to the contractors; and

(2) recovery of costs of Petroleum operations out of the revenue from the discovery before sharing of the Profit Petroleum with the Government according to biddable scheme.

Urban Water Supply Programme

*267. SHRI DINSHA PATEL:
SHRI AKBAR ALI KHANDOKER:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether a Centrally Sponsored Scheme Accelerated Urban Water Supply Programme (AUWSP) is under implementation;

(b) if so, the details thereof;

(c) the number of small towns covered under the programme in the country during 8th and 9th Five Year Plan, State-wise;

(d) whether the target fixed during the 8th Five Year Plan has been achieved;

(e) if so, the details thereof; and

(f) if not, the steps taken by the Government to achieve the target set for 9th Five Year Plan?

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAGMOHAN): (a) Yes, Sir.

(b) A Centrally sponsored scheme called Accelerated Urban Water Supply Programme (AUWSP) is under implementation by the Government of India since March, 1994. The scheme is meant for towns having population less than 20,000 as per 1991 census. The cost of the schemes approved under the AUWS Programme is shared by the Centre and the State Governments on 50:50 matching basis.

(c) The State-wise details of the water supply schemes in different towns approved during the 8th Five Year Plan (1992-97) and 9th Five Year Plan (1997-2002) as on 6.3.2000 are given in statement enclosed.

(d) and (e) During the 9th Five Year Plan, the physical target was to approve water supply schemes in 239 towns. As against this target, Detailed Project Reports for water supply schemes in 223 towns were approved. Approval of water supply schems under AUWSP depends upon the budgetary allocation.

(f) During the first three years of the 9th Plan (1997-2000) the physical target under the AUWSP was to approve water supply schemes in 175 towns. against this target 215 water supply schemes have been approved (as on 6.3.2000). The physical target under AUWSP is decided on year to year basis depending upon the funds made available by the Planning Commission in the Central Plan of the Ministry.

Statement

Centrally Sponsored Accelerated Urban Water Supply Programme (AUWSP) detailed project reports (DPR's) of Schemes approved during VIIITH & IXTH Plan

Sl. No.	State	DPR's approved during VIIITH Plan		DPRs approved during Xth Plan					
				1997-98		1998-99		1999-2000	
		Nos.	Estt. cost (Rs. lakh)	Nos.	Estt. cost (Rs. lakh)	Nos.	Estt. cost (Rs. lakh)	Nos.	Estt. cost (Rs. lakh)
1	2	3	4	5	6	7	8	9	10
1.	Andhra Padresh	—	—	—	—	—	—	—	—
2.	Arunachal Pradesh	2	2467.00	—	—	—	—	—	—

2	3	4	5	6	7	8	9	10
Assam	3	501.85	3	365.50	2	323.78	4	1257.30
Bihar	4	315.82	—	—	4	496.27	8	1301.44
Goa	2	51.13	—	—	—	—	—	—
Gujarat	8	508.09	—	—	—	—	7	1395.28
Haryana	5	507.34	1	122.91	4	523.10	4	512.82
Himachal Pradesh	4	326.10	—	—	1	117.90	2	626.00
J & K	3	467.61	—	—	—	—	1	305.70
Karnataka	8	475.70	4	737.56	2	689.00	7	1371.45
Kerala	2	370.82	1	342.00	—	—	—	—
Madhya Pradesh	51	3604.70	3	282.59	9	804.87	27	2516.82
Maharashtra	10	1371.10	—	—	3	1066.66	2	465.58
Manipur	6	294.96	1	173.40	2	276.89	3	340.88
Meghalaya	1	195.63	—	—	—	—	—	—
Mizoram	1	46.48	1	103.35	1	154.94	3	320.79
Nagaland	1	219.70	—	—	—	—	1	663.00
Orissa	8	1158.62	—	—	3	507.09	3	520.48
Punjab	—	—	6	363.21	2	113.40	1	102.61
Rajasthan	18	1607.38	2	185.26	6	807.54	—	—
Sikkim	—	—	—	—	—	—	1	115.68
Tamil Nadu	12	448.55	4	465.10	4	703.65	6	1396.10
Tripura	—	—	—	—	1	135.35	1	268.14
Uttar Pradesh	71	6061.37	10	717.16	26	2204.21	27	2369.14
West Bengal	3	325.88	—	—	1	87.40	—	—
	223	21325.83	36	3858.04	71	9012.05	108	15909.61

Review of Militancy

*268. SHRI SHIVAJI VITHALRAO KAMBLE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government have recently reviewed militancy/insurgency/terrorist/naxalite acitivities in Jammu and Kashmir and other affected States;

(b) if so, the details of the latest review alongwith the emerging trends during the current year, State-wise;

(c) the details of militant outfits and criminal gangs operating in different parts of the country; and

(d) the fresh initiatives and strategies worked out recently to deal with the problem more effectively?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) and (b) Review of militancy, insurgency, terrorism and extremist activities is a continuing process, both at the Centre and in the States. The Prime Minister had convened a high level meeting on 17th January,

2000 to discuss the security scenario in Jammu and Kashmir. A Conference of Governors and Chief Ministers of North-Eastern States and Sikkim was held at Shillong on 21st & 22st January, 2000, under the Chairmanship of the Prime Minister, to discuss the twin issues of insurgency and development. The last meeting of the Coordination Centre set up by the Central Government to deal with the problem of left wing extremism was held at New Delhi on 6th March, 2000.

Efforts on the part of Pak sponsored terrorist outfits to induct mercenaries from across the border into Jammu and Kashmir are continuing. However, information available with the Government does not indicate any significat spurt in the incidents of terrorist violence in the State except in the months of August and September, 1999. Interrogation of various terrorists arrested recently in Punjab has revealed that fresh efforts have been made to forge linkages between Punjab militants and fundamentalist groups active in Jammu and Kashmir at the behest of Pak ISI.

Militant activities in Manipur and Tripura have shown an increase in the recent past. The situation in Assam and Nagaland has shown a distinct improvement.

The States of Andhra Pradesh, Bihar and Madhya Predesh have witnessed some increase in left wing extremist violence recently.

(c) A Statement containing the names of major terrorist outfits and organised criminal gangs is enclosed.

(d) The Government is continuing with its four-pronged strategy to counter terrorist and separatist violence in Jammu and Kashmir by deepening of the democratic process, accelerating economic development, isolating foreign mercenaries and terrorists and playing a pro-active role to neutralize them.

Efforts are being made to engage the underground outfits in the North-East in a dialogue. Three additional India Reserve battalions are being made available to the North-Eastern States. The Government has also announced an ambitious programme for the socio-economic development of the North-Eastern States and Sikkim. Trade with neighbouring countries is also going to be a thrust area of development for the North-East region.

The Action Plans received from Andhra Pradesh, Madhya Pradesh and Orissa for tackling the menace of left-wing extremism have been recommended to the Planning Commission.

Statement I

Major Terrorist outfits

1. Hizb-ul-Mujahidden
2. Harkat-ul-Mujahideen
3. Lashker-e-Toiba
4. Al-Barq
5. Jammu & Kashmir Liberation Front
6. Al-Jehad
7. Jamait-ul-Mujahideen
8. Tehrik-ul-Mujahideen
9. Tehrik-e-Jehad
10. Al-Badar
11. Harkat-ul-Jehad-e-Islami
12. Al-Umar
13. Babbbar Khalsa International
14. Dal Khalsa International
15. International Sikh Youth Federation (Rode)
16. International Sikh Youth Federation (Cheheru)
17. Khalistan Commando Force (Panjwar)
18. Khalistan Zindabad Force
19. Khalistan Liberation Force
20. Khalistan National Army
21. Kama Gata Maru Dal
22. United Liberation Front of Assam
23. National Democratic Front of Bodoland
24. National Liberation Front of Tripura
25. All Tripura Tiger Force
26. National Socialist Council of Nagaland (I/M&K)
27. Naga National Council
28. Manipur Peoples Liberation Front
29. United National Liberation Front
30. Peoples Liberation Army
31. People's Revolutionary Party of Kangleipak (PREPAK)
32. Kangleipak Communist Party (KCP)
33. Kanglei Yaol Kanba Lup (KYKL)

Statement II

Organised Criminal Gangs

Karnataka	1. Veerappan Gang (Kidnapping for ransom and Sandalwood smuggling). 2. Prabhajinder Singh Gang (kidnapping for ransom)	
Delhi	1. Dawood Ibrahim Gang 2. Chhota Rajan Gang 3. Babloo Srivastava Gang	Mumbai based Gangs operated and arrested in Delhi
Maharashtra (Mumbai City)	1. Abusalem Gang 2. Dawood Ibrahim Gang 3. Chhota Rajan Gang 4. Babloo Srivastava Gang 5. Chhota Shakeel Gang	
Uttar Pradesh	1. Madan Bhaiyya Gang	
Maharashtra (Pune City)	1. Pramod Malwadkar Gang 2. Raja Tungatkar Gang 3. Raju Kandi Gang 4. Andekar Gang 5. Raja Maratkar Gang 6. Anil Hegde Gang 7. Baba Bhosale Gang 8. Pradeep Sonawane Gang 9. Rafiq Shekh Gang 10. Meghnath Shetty Gang 11. Chhota Rajan Gang 12. Ashwin Naik Gang 13. Arun Gawli Gang	

Schemes for Computer Education

*269. SHRI R.S. PATIL:
SHRIMATI KAILASHO DEVI:

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

(a) whether a new scheme in respect of computer education has been formulated and norms have been prescribed for starting computer education in the urban and rural areas;

(b) if so, the details thereof and the number of schools likely to be covered under the scheme, State Wise;

(c) the funds earmarked for the purpose, State-wise and the time by which the scheme is likely to be started;

(d) whether there is any proposal to provide computers in Kendriya and Navodaya Vidyalayas; and

(e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) to (c) The Government has been implementing a scheme of Computer Literacy and Studies in Schools (CLASS). In view of changing requirements the scheme is being modified and the details regarding number of schools, requirement of funds etc. are being worked out.

(d) and (e) It is proposed that all the schools under the Kendriya Vidyalaya Sangathan and Navodaya Vidyalaya Samiti should have at least five computers each. The process of acquiring the computers has been started by KVS and NVS.

[Translation]

Migration of People

*270. SHRI NAWAL KISHORE RAI:
SHRI SHANKERSINH VAGHELA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether several families had migrated to various States including the National Capital Territory of Delhi due to terrorism in their home States in the past;

(b) if so, the details thereof, State-wise;

(c) whether the Government had formulated any scheme to help the migrated families;

(d) if so, whether that scheme has now been discontinued;

(e) if so, the reasons therefor; and

(f) the steps taken to rehabilitate those families?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) and (b) The number of families which has migrated from Jammu and Kashmir and Punjab to other States due to terrorism is indicated below:—

S. No.	State	Number of Kashmiri migrant families from J&K
1.	Delhi	19,338
2.	Himachal Pradesh	73
3.	Haryana	924
4.	Chandigarh	143
5.	Punjab	354
6.	Uttar Pradesh	500
7.	Madhya Pradesh	247
8.	Karnataka	38
9.	Goa	129
10.	Tamil Nadu	21
11.	Maharashtra	208
12.	Rajashtan	52
13.	Kerala	21
		22,048

About 17,000 families had migrated from Punjab during the period of terrorism to Himachal Pradesh, Jammu and Kashmir, Haryana, Uttar Pradesh, Rajasthan and Union Territory of Delhi and many of them have since returned to their home State after return of normalcy in Punjab.

(c) to (f) The Policy of the government in respect of these migrants is based on the premise that they would return to their respective. States as soon as the conditions reasonably conducive for their return are created. Permanent rehabilitation of these migrants outside their State is, therefore, not envisaged. Steps have been taken by the State Governments and UT Governments concerned, where the migrants have gone, to ensure that difficulties and hardships of these migrants are minimised and the needy families are provided a reasonable amount of sustenance and support.

[English]

Aluminium Cookware

*271. SHRI VARKALA RADHAKRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the National Institute of Nutrition has reported that the use of Aluminium cookware is toxic and harmful for human beings;

(b) if so, the details thereof;

(c) the steps taken by the Government to ban it; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (d) National Institute of Nutrition studies reveal that certain types of food preparations made in aluminium vessels especially where the preparations are of acidic nature, do cause significant leaching of aluminium from the vessel. However, there is as yet no strong evidence to suggest that aluminium could be toxic to normal healthy humans.

The Prevention of Food Adulteration Rules, 1955 provide that the containers made of aluminium when used in preparation, packing and storing of food shall conform to B.I.S. specification for aluminium and aluminium alloy.

ISI Death Squads

*272. SHRI G.S. BASAVARAJ:
SHRI M.V. CHANDRASHEKHARA MURTHY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether about 40-50 death squads trained by ISI have arrived in Jammu and Kashmir in January, 2000;

(b) if so, the facts thereof;

(c) whether the intelligence network in Jammu and Kashmir along the international border have been tightened to search the whereabouts of suicide squads;

(d) whether the Union Government have agreed to provide administrative and financial assistance to Jammu and Kashmir to deal with the militancy in the State;

(e) if so, the details thereof; and

(f) the steps taken/being taken by both the Governments for combating militancy in the State?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) and (b) There have been inputs about the attempts of Pak sponsored terrorist/organisations resorting to the use of suicide squads for indulging in spectacular actions with a view to inflicting casualties on Security Forces in Jammu & Kashmir.

(c) The Security and Intelligence agencies are fully vigilant and they have been on maximum alert to frustrate the designs of the Pak sponsored terrorist/organisations.

(d) and (e) The Govt. of India is reimbursing additional security related expenditure incurred by the Govt. of J&K, since 1990-91. A total of Rs. 1318.31 crore has been reimbursed during 1990-99. In addition Rs. 297.57 crore has been released in the current financial year (1999-2000) as on 8th March, 2000.

(f) To curb militancy in Jammu and Kashmir, the Government has adopted a multi-pronged approach which includes, inter-alia, strengthening border management, neutralising plans of the militants by pro-active action against them in the hinterland, gearing up intelligence machinary, greater functional integration through an institutional framework of operation Groups and Intelligence Group of the UHQ at all levels, improved technology, weapons and equipments for security forces.

Steps are being taken to flush out militants and curb militant activities including close vigil on border, establishment of more naka parties in depth areas to check infiltration/exfiltration, more pickets, intensive patrolling and extensive cordon and search operations.

[Translation

Higher Education for Women

*273. SHRI CHANDRESH PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the number of women pursuing higher studies is very small in the country;

(b) if so, the details in this regard and the reasons therefor; and

(c) the action proposed to be taken in the matter?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) No, Sir. According to information furnished by the UGC, the percentage of women's enrolment in the Universities and Colleges was 35% in 1998-99. Enrolment of women in higher educational institutions has been increasing over the last few years.

(b) and (c) Do not arise.

[English]

Rewriting of Indian History

*274. SHRI KODIKUNNIL SURESH:
SHRI P.D. ELANGOVAN:

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

(a) whether the Government propose to form an expert panel of historians to rewrite the history of different States of the country based on the localised details of the antiquarian remains/findings;

(b) if so, the details thereof;

(c) whether the Indian Council of Historical Research received the projects for which funds were released during the last ten years;

(d) if so, the details thereof, State-wise; and

(e) the measures taken by the ICHR to publish the outstanding research reports on Indus script and Brahmi script as well as the South Indian numismatic and epigraphy?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) No, Sir.

(b) to (d) Do not arise.

(e) The information is being collected and will be laid on the Table of the House.

[Translation]

Ayurvedic Herbs

*275. SHRIMATI REENA CHOUDHARY:
DR. SANJAY PASWAN:

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

(a) the number of Ayurvedic herbs and medicinal plants discovered from the Himalayas and other hilly areas during the last three years;

(b) the details thereof, area-wise;

(c) whether the herbs and medicinal plants are on the verge of extinction in our country;

(d) if so, the reasons therefor;

(e) whether exploitation of herbs is almost nil in our country; and

(f) if so, the steps taken or proposed to be taken by the Government for the development of herbs?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (d) According to the publication "Medicinal Plants of Indian Himalaya—Diversity Distribution Potential Values" in 1998, there are about 1748 species of medicinal Plants found in the Himalayas. According to the Council for Scientific & Industrial Research (CSIR), in the last 3 years, some plants of the Himalayan Region have received world wide attention viz., Hypericum perforatum for its activity against HIV, as a hepatoprotectant and Becopa monnierae (Brahmi) as a memory enhancer.

The distribution of the Himalayan species falls largely in Sikkim, North Bengal and Kumaon and Garhwal.

About 17 Medicinal Plants have been identified, which are rare/endangered. This is mainly due to expanding human population, environmental degradation and unsustained extraction of these plants.

(e) and (f) The Government has taken various steps for conservation, development and sustainable exploitation of herbs. This includes in-situ, ex-situ conservation, development of agro-techniques, preservation in Gene Banks, development of Vanaspati-vans in the States etc.

[English]

Jail Reforms

*276. SHRI MADHAVRAO SCINDIA:
SHRI SUSHIL KUMAR SHINDE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the functioning of jails in the country has not been improving despite the recommendations given by various reforms Commissions;

(b) if so, the reasons therefor;

(c) the number of deaths/suicides occurred in jails during the last three years; and

(d) the number of under trials for over 10 years in jails and those without trial for over two years?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) and (b) 'Prisons' is a State subject as per the Constitution of India. As Such, Prison Management is primarily the Responsibility of the State Governments. However, the Central Government has been stressing upon the State Governments the need to improve the conditions in Jails and make them truly corrective and reformative institutions. The Central Government has been providing financial assistance to the State Governments through the awards of the Finance Commission as well as under the Central Scheme for Modernisation of Prison Administration to supplement their efforts in this direction. The Central Government has also prepared a draft Model Prison (Management) Bill and circulated the same to all the State Governments. This Bill is in tune with modern penological thinking.

(c) and (d) According to information contained in the Annual Reports of the National Human Rights Commission, the number of deaths that occurred in judicial custody during the years 1996-97, 1997-98 and 1998-99 was 700, 819 and 1114, respectively. Other information sought is not maintained at Central level.

[Translation]

Privatisation of Drinking Water System

*277. DR. ASHOK PATEL:
SHRI RAMPAL SINGH:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government propose to privatise the Water Supply and Sanitation Services in the country;

(b) if so, the details thereof;

(c) whether a seminar on the subject was organised recently;

(d) if so, the details of agenda discussed and decisions arrived at in the Seminar;

(e) the precautionary measures taken by the Government to ensure these services are made available to the people on reasonable rates;

(f) the total investments made by the Government in this sector;

(g) whether the World Bank has offered assistance to improve quality and supply of drinking water arrangements; and

(h) if so, the details thereof?

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAGMOHAN): (a) and (b) Constitution has extended the responsibility of providing water supply and sanitation in urban areas to State Governments under Article 246 (3) in VII Schedule (list II) entry nos. 5 & 6. It is for the State Governments to take a dicision regarding privatisation of these services. The Ministry of Urban Development is rendering all possible assistance to the State Governments to initiate the process of private sector participation through policy formulation and exposure to international experience in this area.

(c) to (e) The Ministry organised a Seminar on Private Sector participation in Water Supply & Sanitation in collaboration with the World Bank at New Delhi on 7-8 February, 2000 with the following objectives:

(i) to acquaint senior Indian decision-makers with the options of private sector participation (PSP), risks and opportunities, lessons learnt from world-wide experiences in developing countries during the last decade;

(ii) to share experiences on different forms of regulations with particular emphasis on tariff regulation and yard-stick regulation through benchmarking; and

(iii) to explore the readiness and requirements of operators, investors and lenders to enter the Indian water supply and sanitation sector on a significant scale.

The Seminar was attended by delegates from Central/ State Governments, Union Territories, Public Sector Undertakings, experts from international organisations and private operators. The agenda and conclusions arrived at in the seminar are enclosed as statement-II. It would be observed therefrom that private sector participation would require careful preparation by each city and State before it can be adopted. Tariff increase has to be done in a gradual manner and should be so structured that lifeline supply would be available at minimum cost.

(f) Plan-wise investment made by the Government in the urban water supply and sanitation sector is enclosed as statement-II.

(g) and (h) The World Bank has not made any commitment so far, but would assist State Governments and cities which are willing to undertake reforms for improving drinking water and sanitation services.

Statement-I

Agenda

- # Options and Experience of Private Sector Participation
- # management Contracts—The examples of Cartagena, Colombia, Gaza and Trinidad and Tobago
- # Lease Contracts and Concessions—The Examples of Dakar, (Senegal), Conakry, (Guinea) and Cote D'Ivoire
- # The Concession of Manila" Experience. Political Setting and Labour Issues.
- # Suitability of Private Operator Contracts in India

The Challange of Water Supply and Sanitation in India

Experience of Privatisation in the Water Supply Sector in Goa and Karnataka

Views of Water Boards of Hyderabad, Bangalore, Chennai, Delhi, and selected Municipal Corporations of Mumbai, Calcutta, Rajkot, Surat, Ahmedabad, Pune, Nagpur, Vijayawada, etc.

bench-marking and Yard-stick Regulation

Regulatory System in Chile, its Tariff Regulations and Subsidies for the Poor

Practical Considerations for Tariff Policies—Examples from India and Latin America

The Financing and Risk Mitigation offered by the World Bank group

The Financing Possibility of Private Sector Participatioin (PSP)

The Perspective of Private Operators and Investors.

SEMINAR CONCLUSIONS

The conclusions reached at the seminar are mentioned below:

(i) Successful private sector participation requires five ingredients:

* Strong and sustained political support from the highest authorities;

* Financial feasibility of the operations in order to generate the surplus necessary to pay for the operations costs for maintenance that has been postponed for decades, and for the large investments that are needed;

* Competitive and transparent contracting of private operators;

* Incentives for improvement where private operators are required to accept risk but also reap reward in order for operations to improve; and

* Regulation by results where independent regulators monitor service quality and tariff levels of both public and private operators.

(ii) There are many private sector participation options and that each city and each State will have to select the one that is best suited. These could include in certain cases two stages that would start with service, management contracts and then continue with leases and concessions where more risk would be shifted to the private sector.

(iii) First priority should be to improve operations that are losing money. Losses as high as 50% need to be controlled.

(iv) Special attention would need to be paid to increase tariff in a gradual manner from the present level that are too low to pay for adequate operations for maintenance and pay for share on new investment. Tariffs need to be so structured that lifeline supply would be avilable at minimum cost and water for consumption could be paid at level sufficient to recover the full cost of service. Government support and financing from multilateral lenders might be necessary in the early years of private sector participation to pay for investment to reduce losses that are often 50% or more and to pay for postponed maintenance. all government consumption would need to be regularly paid to limit the necessary increase of tariffs on domestic consumption. Gross subsidies would need to be limited to encourage large industrial consumers to remain customers rather than building their own supplies.

(v) Private sector participation requires careful preparation. This would need financing to contract the expert studies. Such financing would be available from both HUDCO and international agencies.

(vi) Financing possibilities of private sector participation would depend on the success in improving the efficiency of operations in order to generate operational surplus that could service debt.

(vii) In preparation of regulatory assistance at the State level a bench marking system should be created where water utilities provide a data on service coverage, quality, efficiency of service and reliability of sustainability of service. Through such a system, bench marks could be established on best practices which could serve as a guide for structural contracts with private and public operators.

(viii) Within the country, best practices should be identified and they should be put on website and exchange of ideas between utilities within the country should be accelerated.

(ix) The reforms should be designed using innovative approaches so as to provide access to good quality at affordable prices to urban poor.

(x) Necessary legal amendment in various Acts may be made for successful private sector participation.

(xi) Universal metering (in stages) should be the norm in order to enable systems to become financially viable and charged tariffs that encourage conservation of water.

(xii) There is need to initiate work to produce actual results. To this end, the seminar consensus is that regional workshops should now be organised in cities or States to encourage private participation for better efficiency and service quality. Such regional workshops should be focused to create awareness about private sector participation and to produce the terms of reference and the vetting of documents to enable the studies to be contracted with experiences consulting firms. The intent is that model bidding documents and contracts would be prepared that could then be used in other cities that have mobilized strong and sustained support in favour of private sector participation.

(xiii) A core group in the Government of India with representatives from States, Cities, investors, operators bilateral/multilateral agencies be constituted to accelerate the reform in water supply and sanitation sector including drainage.

Statement-II

Plan-wise Investment—Water Supply and Sanitation Sector

S.No.	Plan Period	Total Public Sector Plan Outlay	Plan Outlay for Urban Water Supply and Sanitation	
		Amount Rs. in Billion	Amount Rs. in Billion	% of Public Sector Outlay
1.	I Plan (1951-56)	33.60	0.43	1.28
2.	II Plan (1956-61)	67.50	0.44	0.65
3.	III Plan (1961-66)	85.73	0.89	1.04
4.	3 Annual Plans (1966-69)	61.64	N.a.	N.A.
5.	IV Plan (1969-74)	159.02	2.82	1.77
6.	V Plan (1974-79)	393.03	5.49	1.40
7.	Annual Plan (1979-80)	125.49	1.97	1.58
8.	VI Plan (1980-85)	975.00	12.66	1.81
9.	VII Plan (1985-90)	1800.00	29.89	1.65
10.	2 Annual Plans (1990-92)	1370.33	12.21	1.26
11.	VIII Plan (1992-97)	4341.00	59.82	1.38
12.	IX Plan (1997-2002)	8592.00	142.00	1.65

[English]

Action Plan for Waste

*278. SHRI C. KUPPUSAMI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government have formulated any action plan for utilisation of solid waste/garbage in urban areas by adopting latest technology for its disposal;

(b) if so, the details thereof; and

(c) the details of projects formulated/proposed to be formulated in this regard, State-wise?

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAGMOHAN): (a) to (c) Public Health and Sanitation is a State subject under Article 246 (3) of the Constitution and entry no. 6 of the Twelfth Schedule. With the 74th Constitutional amendment, responsibility of solid waste management has been entrusted to Urban Local Bodies as per entry no. 6 of the Twelfth Schedule of the Constitution (Article 243W). As such, action plan for utilisation of solid waste/garbage in urban areas is required to be formulated, planned and executed by the Urban Local Bodies.

2. The Ministry of Urban development assists the State Governments and Urban Local Bodies in policy formulation and technical guidance by the Central Public Health and Environmental Engineering Organisation (CPHEEO). The Ministry also assists the State Governments for obtaining external assistance and human resource development. An Expert Committee appointed by the Ministry has prepared a comprehensive Manual on Solid Waste Management which will act as a guide to Urban Local Bodies for proper disposal of waste. Besides these, the Ministry of Urban Development has taken the following action in response to the directions of the Supreme Court in Writ Petition (Civil) No. 888/96, filed by Mrs. Almitra H. Patel regarding solid waste management:

(i) The report of the Supreme Court appointed Committee on Solid Waste Management dated 25.3.99 was sent to all State Governments for immediate appropriate action. The report contained recommendations for utilisation of municipal solid waste through composting of organic/bio-degradable waste and utilisation of recyclable material by recycling industries.

(ii) A Technology Advisory Group (TAG) has been constituted under the Chairmanship of the Adviser (PHEE), CPHEEO on 18.8.99 for a period of five years with the objectives of collecting information on various proven technologies, provide technical assistance to urban local bodies, set benchmark on solid waste management for local bodies, channelise and make optimum use of funds earmarked for Solid Waste Management projects, develop IEC (information, Education and Communication) material for awareness programmes, human resource development and capacity building.

(iii) All States/UTs have been requested to take all possible efforts to keep all class I cities clean and to make a beginning by introducing scientific solid waste management practices in a concerted manner in two cities in each State and one city in each Union Territory to be named as 'model cities' by reprioritisation of the resources of the concerned municipal bodies and/or by giving funds from the State Government. appropriate technical inputs would be provided by the Technology Advisory Group referred to above.

(iv) As regards Delhi, Municipal Corporation of Delhi, New Delhi Municipal Council and others concerned have been advised to adopt modern methods of disposal such as composting, improve waste management with zero tolerance in selected areas undertake special drives at frequent intervals, create public awareness, etc. Action has also been taken to identify land for compost sites and landfills.

3. The Ministry of Agriculture provides Central assistance for setting up of compost plants under a Centrally sponsored scheme on Balanced and Integrated Use of Fertilizers. A statement showing funds released by that Ministry of various States during the 8th Plan for setting up of compost plants is enclosed at Statement-I. During 1990-2000, a grant of Rs. 50 lakhs has been sanctioned and released to the Karnataka Compost Development Corporation. A proposal of Shillong Municipal Board, Meghalaya has also been approved in principle for setting up of a compost plant.

4. The Ministry of Non-Conventional Energy Sources under its National Programme on Energy Recovery from Urban Municipal and Industrial Waste is promoting various scientific methods for gainful utilisation of Municipal Solid Waste/Garbage in urban areas for energy recovery, waste reduction and abatement of environmental pollution. A list of projects formulated/under implementation under this Programme is enclosed at Statement-II.

Statement-I

Funds Released for Setting up of Compost Units Under Centrally Sponsored Scheme 'Balanced and Integrated use of Fertilizers During VIII Plan (1993-94 to 1996-97)

(Rs. in Lakhs)

S.No.	States	1993-94	1994-95	1995-96	1996-97	Total
1.	Tamil Nadu	20.00 (1)	Nil	70.20 (5)	Nil	90.20
2.	Kerala	20.00 (1)	Nil	20.00 (1)	Nil	40.00 (2)
3.	Madhya Pradesh	10.00 (1)	10.00 (1)	20.00 (1)	Nil	40.00 (2)
4.	Punjab	Nil	20.00 (1)	Nil	Nil	20.00 (1)
5.	Assam	Nil	20.00 (1)	Nil	Nil	20.00 (1)
6.	Maharashtra	Nil	Nil	20.00 (1)	Nil	20.00 (1)
7.	Delhi	Nil	Nil	20.00 (1)	Nil	20.00 (2)
8.	Karnataka	Nil	Nil	20.00 (1)	20.00 (1)	40.00 (2)
9.	Rajasthan	Nil	20.00 (1)	20.00 (1)	Nil	40.00 (2)
10.	Andhra Pradesh	3.35	Nil	16.65 (1)	Nil	20.00 (1)
11.	Bihar	Nil	Nil	Nil	20.00 (1)	20.00 (1)
12.	Pondicherry	Nil	Nil	Nil	20.00 (1)	20.00 (1)
	Total	53.35 (2)	70.00 (4)	206.85 (12)	60.00 (3)	390.20 (21)

N.B. Figurs in brackets indicate the No. of Municipalities assisted under the programme.

Statement-II

Ministry—Non-Conventional Energy Sources

Proposals for Projects on Power Generation from Municipal Solid Waste (MSW) in Different Cities

S.No.	Project/City	Promoters	Technology	Project Capacity			Estimated Project Rs./crore	Status
				Input (MSW)	Output-Power	Output-Compost/ Pellets		
1	2	3	4	5	6	7	8	9
1.	MSW based Power Generation Plant in Nagpur city, Maharashtra	M/s. ENBEE Infrastructure Ltd. Bhopal and M/s. CICON Environment Technologies (P) Ltd. Bhopal.	Anaerobic Digestion	520 TPD (Segregated MSW)	4.00 MW	150 TPD compost	47.30	Sanctioned Installation works to commence by end March, 2000
2.	MSW based Power Generation Plant in Hyderabad city, A.P.	M/s. Selco International Hyderabad	Phase-I Pelletisation	700 TPD	—	210 TPD pellets	10.94	Sanctioned Plant installation in progress One stream of 105 tpd pellets from 350 tpd MSW has been commissioned.
			Phase-II Incincration	-do-	8.0 MW	—	Not yet finalised	

1	2	3	4	5	6	7	8	9
3.	MSW based Power Generation Plant in Lucknow city, U.P.	M/s. Enkem Engrs. (P) Ltd./Asia Bioenergy (India) Ltd. Chennai.	Anaerobic Digestion	300 TPD (Segregated MSW)	5 0 MW	75 TPD compost	84.20	Financial tie-ups yet to be confirmed by the entrepreneur.
4.	MSW based Power Generation Plant in Chennai city, TN	M/s. Energy Developments (India) Limited, New Delhi	Gasification	600 TPD (Segregated MSW)	14.85 MW	—	165.00	Approved by State Govt. However, MNES has advised to set up the project in phases: Phase-I of 5 MW capacity followed by Phase-II of 10 MW capacity.
5.	MSW based Power Generation Plant in Kanpur City, U.P.	M/s. Enkem Engrs. (P) Ltd./Asia Bioenergy (India) Ltd. Chennai	Anaerobic Digestion	600 TPD (segregated MSW)	9.70 MW	150 TPD compost.	154.30	Tie-ups at State level for power purchase, etc. to be confirmed by the entrepreneur.
6.	Power generation from MSW in Pune city, Maharashtra.	M/s. CICON Environment Technologies (P) Ltd. Bhopal	Anaerobic digestion	450 TPD	3.50 MW	100 TPD compost.	NYF	LOI issued by the Municipal Corporation Financial tie-ups to be confirmed by the entrepreneur.
7.	Power generation from MSW in Mumbai city, Maharashtra	NYF	NYF	1000 TPD	8.00 MW	—	NYF	Bids under evaluation by the Municipal Corporation
8.	Power generation from MSW in Solapur city, Maharashtra.	NYF	NYF	350 TPD	3.00 MW	—	NYF	Bids under evaluation by the Municipal Corporation

NYF-Not Yet Finalised.

Re-Employment in Universities

*279. SHRI M.V.V.S. MURTHI:
SHRI SHIVAJI MANE:

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

(a) whether the University Grants Commission is actively contemplating a move to restrict re-employment of teachers after retirement in all the central universities in the country;

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

(c) whether some associations have opposed the move of UGC; and

(d) if so, the reaction of the Government thereto and the steps taken by the Government on the request of the associations?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) and (b) The orders issued by the Government/UGC regarding revision of pay scales and service conditions of University and College teachers, inter-alia, provide that 'the age of superannuation of University and College teachers would be 62 years and thereafter no extension in service should be given. However, it will be open to a University or College to re-employ a superannuated teacher according to the existing guidelines framed by the UGC, upto the age of 65 years'.

(c) Central Government has not received any representation from teachers' associations in this regard.

(d) Does not arise.

[Translation]

Use of Substandard Construction Material

*280. SHRI RAMSHAKAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi Development Authority has been using low quality of cement and other construction material in the construction of flats;

(b) if so, the cases of subsistence of foundation, roof collapsed and cracks in the walls noticed during the last three years;

(c) whether any inquiry has been conducted by the Government in this regard;

(d) if so, the outcome thereof; and

(e) the action taken by the Government in this regard?

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAGMOHAN): (a) No, Sir.

(b) Nil.

(c) to (e) Question do not arise.

[English]

Arrest of Naga Leader

2830. SHRI JITENDRA PRASADA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Naga rebel leader Muivah has been arrested in Thailand on grounds of travelling on forged documents;

(b) if so, the steps taken/proposed to be taken by the Government to get him extradited to India to stand trial for his anti-national activities;

(c) whether the said Naga rebel leader has nexus with I.S.I.;

(d) if so, the details thereof; and

(e) the steps taken by the Government to restore peace talks with Naga rebels within the framework of the Constitution?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) Yes, Sir.

(b) As on date, no steps have been initiated by the Government of India for the extradition of Th. Muivah.

(c) and (d) NSCN(I/M), of which Th. Muivah is the General Secretary, has been reported to have received support from Pakistan ISI for training, arms and ammunition etc.

(e) Government of India remains committed to peace talks with NSCN(I/M).

Change of Name

2831. SHRI MOINUL HASSAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Government has received a proposal from the Government of West Bengal to change the name of Calcutta to Kolkata;

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

(c) whether similar steps were taken by the Government when the names of Tamil Nadu and Maharashtra were proposed to be changed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) Yes, Sir.

(b) The matter is under active consideration of the Government of India.

(c) No, Sir. Article 3 of the Constitution of India provides, inter alia, that Parliament may, by law, alter the name of any State. Enactment of a law is not required for changing the name of a village/town, etc. Certain executive instructions have been issued by the Government of India in connection with this matter.

Promotion of Sanskrit

2832. SHRI SUBODH MOHITE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to promote Sanskrit in the educational curriculum;

(b) if so, the details thereof;

(c) the number of Sanskrit Universities functioning in the country, location-wise;

(d) whether the Government propose to open more Sanskrit Universities in the country;

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

(f) whether any proposal for the setting up of Sanskrit University at Ramtek in Maharashtra is pending with the Government; and

(g) if so, the time by which the proposal is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAISINGRAO GAIKWAD PATIL): (a) and (b) Sanskrit is a language offered in CBSE schools. CBSE has launched a project on communicative approach for teaching of Sanskrit in the Secondary classes (IX-X) and introduced it nearly in 100 schools from the academic year 1999-2000. Teaching of Sanskrit also finds adequate place in the National Curriculum Framework for School Education, "A Discussion Document" prepared by NCERT. This document is being discussed at various levels.

(c) The list of Sanskrit Universities functioning in the country, location-wise is given as Statement enclosed.

(d) No, Sir.

(e) Does not arise.

(f) and (g) Kavikulguru Sanskrit Vishwavidyalaya, Ramtek in Maharashtra is already functioning.

Statement

Sanskrit Universities functioning in the country location-wise are as follows:—

1.	Sampurnanand Sanskrit University Varanasi, Uttar Pradesh.	
2.	Kameshwarsingh Darbhanga Sanskrit University Darbhanga, Bihar.	
3.	Shri Jagannath Sanskrit Vishwavidyalaya, Puri, Orissa.	
4.	Shri Shankaracharya University of Sanskrit, Kalady, Kerala.	
5.	Kavikulguru Kalidasa Sanskrit Vishwavidyalaya, Ramtek, Distt. Nagpur, Maharashtra.	
6.	Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, Katwaria Sarai, New Delhi.	Deemed University
7.	Rashtriya Sanskrit Vidyapeetha, Tirupati, Andhra Pradesh.	Deemed University
8.	Shri Chandrashekharendra Sanskrit Vishwa Mahavidyalaya, Kancheepuram, Tamil Nadu.	Deemed University

Unauthorised Colonies

2833. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "Najafgarh mein Gopal Nagar ke Naam per 10 coloniyan" appearing in the Dainik Jagaran of February 14, 2000;

(b) if so, the reaction of the Government thereto;

(c) the details of illegal colonies come up on agricultural land in South and South-West districts since 1993;

(d) whether the Government propose to remove unauthorised encroachment from the Anant Ram Dairy Complex, New Delhi;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) Yes, Sir. The regularisation of unauthorised colonies that existed upto 31.3.1993 is under consideration of the Government. The matter is also pending before the High Court of Delhi. Any subsequent development is liable for action under the prevailing laws.

(c) Divisional Commissioner, Delhi (GNCTD) has reported that no illegal colonies have come up on agricultural land in South and South-West Districts since 1993.

(d) to (f) The matter is dealt with as per rules/Building Bye-laws. At present, the case is sub-judice.

Flexible Complementing Scheme

2834. SHRI RAMESH CHENNITHALA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Department of Science and Technology have made any delay in extending Flexible Complementing Scheme (FCS) to Scientists working in National Research Institutes; and

(b) if so, the action taken by the Department of Science and Technology to bring uniformity in pay scales of scientists working in various research and development organisations in view of the recommendations already issued by the Government?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) No, Sir. A revised Flexible Complementing Scheme notified by the Department of Personnel and Training, Government of India, for the scientists has been in operation in the scientific Departments concerned. However, proposals duly recommended by the concerned Administrative Ministries are received by this Department from time to time from various Ministries/departments in respect of institutions/ organisations falling under their jurisdiction/control for identifying institutions/organisations as scientific and technical institutions with a view to adopting Flexible Complementing Scheme for their scientific officers on the basis of the decision taken by the Central Government on the recommendations of the Vth Central Pay Commission for modification of the Flexible Complementing Scheme. The role of the Department of Science and Technology is limited to examining such proposals as are received by it from the concerned Administrative Ministries as per the criteria referred to. As regards uniformity in pay scales, it is not necessary that all the pay scales under the Flexible Complementing Scheme should be applicable in all the scientific organisations as the size of the organisations may not justify introduction of the entire group of scales.

Revamping of TRIFED

2835. SHRI VILAS MUTTEMWAR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government have decided to revamp the Tribal Development Marketing Federation (TRIFED) to provide more benefits to the tribals;

(b) if so, the details thereof;

(c) whether the Government have decided to implement several private development schemes sponsored by the Union Government and self employment for tribals; and

(d) if so, the assistance proposed to be provided by the Government to the Non-Governmental Organisations for the development of Ashrams and Schools in Maharashtra for the welfare of the tribals?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) and (b) Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED) was set up in 1987 for providing remunerative prices to the tribals for their Minor Forest Produces (MFP) and to protect them from exploitation by middlemen. The authorized share capital of TRIFED is Rs. 100.00 crores and this Ministry has invested Rs. 99.50 crores towards the share capital investment of the organisation. There is no proposal to revamp the organisation at present However, steps have been taken to make it effective in implementation and we are trying to involve more Voluntary Organisations like Bandhan Surakshaya Samithi and Vanasuraksha Samithi.

(c) and (d) The undermentioned schemes are being implemented by this Ministry through Non-Governmental organizations in the area of health education and self-employment for tribals:

(i) Educational Complex in low literacy pockets.

(ii) Vocational Training in tribal areas.

(iii) Grants to NGOs working for the welfare of Scheduled Tribes.

No Statewise allocations are made under these schemes. Funds are released scheme-wise based on the proposals received from the State Governments. However, details of grants released during 1998-99 and 1999-2000 under these schemes to the State Government of Maharashtra are given at in the enclosed Statement.

Statement

Funds Released to Maharashtra Under Health Education and Self Employment Schemes

Amount Released (Rs. in lakhs)

Sl.No.	Scheme	1998-99	1999-2000
1.	Education Complex in low literacy pockets for development of women literacy in Tribal Areas	09.91	07.17
2.	Vocational Training in Tribal Areas	—	—
3.	Grant-in-aid to Voluntary organisation working for the welfare of STs	54.43	—

[Translation]

Reimbursement to Pensioners

2836. SHRI JAWAHARLAL JAISWAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any provision for reimbursement of medical expenses incurred on account of treatment of serious ailments by the retired Government employees;

(b) if so, whether this facility is available to those employees who were availing the CGHS facility during of their services;

(c) if so, whether such employees also get full reimbursement who did not avail this facility due to non-availability of hospital near their residence after retirement; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir. The pensioners who are CGHS beneficiaries and hold a valid CGHS card are eligible for reimbursement of medical expenditure incurred by them on their serious ailments, provided the treatment is taken in a CGHS covered city after following the proper procedures prescribed by the Government.

(b) Yes, Sir.

(c) and (d) The serving Central Government employees are reimbursed the medical expenditrue at the rates fixed by the Government, if the treatment is taken in a private recognised hospital under CGHS or under CS(MA) Rules, 1944, with the prior permission of the authorities. If the treatment is taken in a Government hospital, full reimbursement is made to the Government servants.

[English]

Ciliac Disease

2837. DR. PRASANNA KUMAR PATASANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the ciliac disease due to wheat allergy has been detected in Orissa, West Bengal and other States of the country;

(b) if so, the details of its effects on children and

(c) the steps taken/proposed to be taken by the Government to control the disease?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (c) Although ciliac disease is an infrequent disease, it is regularly diagnosed in children in large hospitals. The disease produces chronic diarrhoea and growth retardation in affected children. Diagnostic and treatment facilities for ciliac disease have been established in large hospitals.

VIP Security

2838. SHRI G. GANGA REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the revised policy laid down in regard to VIP Security; and

(b) the measures proposed to ensure that ordinary citizens are not harassed or stopped on the roads on the plea of VIP Security?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) The system of security and the issues related thereto have been reviewed by the Government and the 'New Policy on Security of Individuals' has been announced on 7.2.2000. The main changes which have been made in the policy on security include—(i) changing the nomenclature of VIP security to personal security; (ii) security will be provided on the basis of assessment of threat made by Security Agencies and threat should predominantly come from militants/terrorists; (iii) MHA will not recommend allotment or retention of Government accommodation on security considerations in any case; (iv) periodical review of security every six months; and (v) making security unobtrusive, etc. Instructions for the implementation of the new policy have been issued.

(b) The security of the VVIPs constantly remains under review. The endeavour of the Government is to ensure that the inconvenience caused to the general public due to the movements of the VVIPs is kept to the minimum.

Statement

Statement showing number of communities recommended by various State Governments and UT Administrations for their inclusion in Scheduled Castes and Scheduled Tribe lists.

S.No.	Name of State	No. of Communities	
		Scheduled Caste	Scheduled Tribe
1	2	3	4
1.	Andhra Pradesh	6	20
2.	Arunachal Pradesh	—	25
3.	Assam	—	70
4.	Bihar	2	7
5.	Goa	1	4
6.	Gujarat	4	2
7.	Himachal Pradesh	17	7
8.	Haryana	9	1
9	Jammu & Kashmir	3	4
10.	Karnataka	8	10
11.	Kerala	29	35
12.	Maharashtra	6	52
13.	Manipur	1	6
14.	Madhya Pradesh	7	5
15.	Meghalaya	—	3
16.	Mizoram	—	2
17.	Nagaland	—	3
18.	Orissa	32	53
19.	Punjab	4	8
20.	Rajasthan	1	1
21.	Sikkim	—	11
22.	Tripura	7	14
23.	Tamil Nadu	1	7
24.	West Bengal	5	2
25.	Andaman & Nicobar Island	—	—
26.	Dadra & Nagar Haveli	1	—
27.	Chandigarh	3	14
28.	Daman & Diu	1	—
29.	Delhi	6	—
30.	Pondicherry	6	8
31.	Lakashadweep	—	—

Centrally Sponsored Schemes Under DPEP

2840. SHRI SAMAR CHOUDHARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of centrally sponsored schemes in operation under the District Primary Education Programme in the country;

(b) whether the Tribal Autonomous Districts and Regions under 6th schedule of the Constitution in the country are considered for inclusion under the programme; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) District Primary Education Programme (DPEP) itself is a Centrally Sponsored Scheme. It is presently operational in 219 selected educationally backward districts of 15 States, namely Assam, Haryana, Karnataka, Kerala, Maharashtra, Tamil Nadu, Madhya Pradesh, Gujarat, Himachal Pradesh, Orissa, Andhra Pradesh, West Bengal, Uttar Pradesh, Bihar and Rajasthan under various phases of the programme.

(b) and (c) Under the DPEP guidelines, all districts in the country fulfilling the criteria of, (i) Educationally Backward districts with female literacy rate below the national average, and (ii) Districts where Total Literacy Campaigns (TLCs) have been successful, leading to enhanced demand for elementary education, are eligible for consideration for coverage under the programme. However, DPEP is an externally funded programme and, therefore, inclusion of particular districts under the programme depends upon the offer of assistance from the external funding agencies. At present, only the Karbi Anglong district of Assam, administered by the Autonomous District Council, is covered under DPEP and the programme is being executed through the State level Implementation Society.

Hemotron

2841. SHRI RAMSAGAR RAWAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether "Hemotron" technique is cheaper and safer than Engeriography used for heart patients;

(b) if so, the details thereof;

(c) whether this technique is available in all the Government hospitals in the country; and

(d) if not, the steps taken by the Government to make this technique available in the Government hospitals?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Imatron (Election Beam CT Scanner) is a device to detect calcium deposits in the coronary arteries, thereby indirectly picking up evidence of coronary artery disease. The presence of calcium in coronary arteries gives an indication that there is a 25% higher chance of developing blockages in the vessels. Hence this co-relation is not adequate for any diagnostic and therapeutic relevance. Angiography is a direct technique of imaging the coronary arteries and is a Gold Standard for detecting blockages in vessels. Imatron (EBCT) is a very expensive device with low yield.

(c) and (d) Imatron is still an experimental technique. More Scientific evidence is required before Imatron is considered for clinical application. This technique is not available in any Central Government Hospital and there is no proposal to introduce this technique in these hospitals at present.

World Bank Assistance to Secondary Level Hospitals in Kerala

2842. SHRI G.M. BANATWALLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Kerala has submitted a Project Report to the Government for strengthening of Secondary Level hospitals in the State for getting World Bank assistance;

(b) if so, the features of the projects; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) and (c) The Government of Kerala has submitted a Project Report with an overall cost of Rs. 423.65 crores. The main features of the proposed Project are to make available effective first referral health services through Government health institutions to all, irrespective of individual affordability to pay, towards strengthening health of the population, and the State's economy.

The Project Report submitted by Government of Kerala has been appraised by the Technical experts and the comments have been forwarded to the Government of Kerala to review the Project Report in light of these comments.

[Translation]

Mass/Individual Killings in Delhi

2843. SHRI RAJESH VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are aware of the mass/ individual killings by the criminals by entering into houses in Delhi during the last three years till-date; and

(b) if so, the number of such incidents took place alongwith loss of lives, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) There was no incident of mass killing reported in Delhi during the last three years till date. However, there were incidents in which criminals after entering the house killed one or more inmates. The number of such incidents during the last three years till date in which one or more persons last their lives are indicated below:

Year	Number of incidents	Loss of lives
1997	36	38
1998	52	61
1999	48	53
2000 (upt to 19.2.2000)	4	4

Welfare Programme for Tribal

2844. SHRI RAMANAND SINGH:
SHRI P.R. KHUNTE:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government have taken any action to strengthen the special programme for the welfare of tribal, Scheduled Castes and Scheduled Tribes in Madhya Pradesh; and

(b) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) and (b) Yes, Sir. Under Tribal Sub-Plan for Scheduled Tribes (ST) and special component plan for Scheduled Castes (SC), the Government of Madhya Pradesh is implementing various schemes including special programmes in different sectors for welfare and development of SCs/STs. The funds provided under various central and centrally sponsored scheme by Ministry of Tribal Affairs and Ministry of Social Justice & Empowerment are as Statement-I and II.

Statement-I

List of Central and Centrally Sponsored Schemes of Ministry of Tribal Affairs being Implemented by Government of Madhya Pradesh

Sl.No.	Name of the Scheme/Programme
1.	Construction of Boys and Girls Hostels for STs
2.	Ashram Schools in Tribal Sub-Plan Areas
3.	Educational Complex in low literacy pockets for development of women literacy in tribal area
4.	Vocational Training Centres
5.	Grant-in-aid to Voluntary organizations for the welfare of STs
6.	Special Central Assistance (SCA) to Tribal Sub-Plan (TSP)
7.	Assistance to Scheduled Tribal Development Cooperative Corporation and other for Minor Forest Produce operations.
8.	Price Support to Tribal Co-operative Marketing Development Federation (TRIFED)
9.	Investment in the share capital of Tribal Corporation Marketing Development Federation (TRIFED)
10.	Grant under first provision to Article 275(1) of the constitution.
11.	Scheme of Village Grain Bank
12.	Development of Primitive Tribal Groups (PTGs)
13.	Research and Training

Statement-II

List of Central and Centrally Sponsored Schemes of Ministry of Social Justice and Empowerment being Implemented by Government of Madhya Pradesh

Sl.No.	Name of the Scheme/Programme
1	2
1.	Special Central Assistance to SCP
2.	Assistance to State/UT SCDC

1	2
3.	National SC & ST Finance and Development Corporation (NSFDC)
4.	National Safai Karmacharies Development Corporation
5.	National Scheme of Liberation and Rehabilitation of Scavengers and their Dependents
6.	Post Matric Scholarship for SC/ST
7.	Pre-Matric Scholarship for children of those engaged in unclean occupation
8.	Construction of Hostels for SC/ST
9.	Book Banks for SC/ST
10.	Coaching and allied Scheme for SC/ST
11.	Aid to Voluntary organisations for the Welfare of Scheduled Caste
12.	Protection of Civil Rights Act, 1955 and Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, 1989
13.	Special Educational Development Programme for SC girls belonging to Very low literacy levels
14.	Upgradation of Merit of SC/ST

[English]

Eastern Gas Grid

2845. SHRI SUNIL KHAN: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government are exploring the possibility of construction of an Eastern Gas Grid to cater the need of Natural Gas for the production of urea fertilizer in Bihar, West Bengal and Orissa;

(b) if so, the present status of the scheme; and

(c) if not, the steps being taken to run the fertilizer units in these States in future?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) and (b) Government had constituted a Core Group to explore the possibility of import of LNG for manufacture of fertilizers in the country. Based on the recommendations of the Core Group, the proposal for preparation of Detailed Feasibility Report for the import of LNG for manufacture of fertilizers is being processed by the Government.

(c) Hindustan Fertilizer Corporation Ltd. (HFC) has its units located at Barauni in Bihar and Durgapur and Haldia in West Bengal. Sindri and Talcher units of Fertilizer Corporation of India (FCI) are located in Bihar and Orissa, respectively. The operations of Barauni, Talcher and Durgapur units are lying suspended due to exorbitantly high cost of production and continuing operational losses. The revamp of Haldia project of HFC has not found to be techno-economically viable. Accordingly, it has been decided to close/hive off the Haldia project. The rehabilitation of Barauni, Durgapur units of HFC and Talcher unit of FCI is dependent on the decision of the competent authority in the Government and the sanction of the Board of Industrial and Financial Reconstruction.

[Translation]

Terrorist Attacks

2846. SHRI PUNNU LAL MOHALE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether terrorist attacks on innocent people in Bihar and other North Eastern States;

(b) if so, the details thereof;

(c) the number of persons killed in such attacks during the current year;

(d) whether due to withdrawal of central forces from Bihar, the people are gripped with the feeling of uncertainty and insecurity;

(e) whether the Union Government are considering to reinstate the army battalions in the State; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) Attacks on innocent people in Bihar and some North-Eastern States have been reported.

(b) and (c) Information is being collected and will be laid on the table of the House.

(d) to (f) The level of deployment of Central Para Military Forces in a State depends, inter alia, on their availability and the overall security and law and order

situation in the country. The Army has not been deployed in Bihar for maintenance of law and order. There is also no proposal under consideration to deploy the Army in that State in this connection.

Collection of Data

2847. SHRI SAMIK LAHIRI: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Centre for Research and Development of Information Products is receiving data from various organisations including that of CSIR;

(b) if so, the name and address of the institutions contributing data along with the nature of the data during the last two years;

(c) the amount paid for contributing the said data, to each institution from April 1997 to February 2000, year-wise; and

(d) the details of information product released for being processed till February 2000?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) Unit for Research & Development of Information Products (URDIP), a unit of CSIR is not receiving data from organisations other than CSIR. It has so far received information from CSIR Laboratories only.

(b) National Chemical Laboratory (NCL) of CSIR supplied data on its output and achievements to enable the Centre to bring out in a CD-ROM format "NCL-The Golden Years".

(c) No payment has been made to NCL as it is a part of CSIR.

(d) Information products released by URDIP during the period in CD-ROM format are (i) NCL-the Golden Years and (ii) Health Heritage Vol. I. The first product is an archival, intereactive multimedia disc presenting a grand overview of NCL and its achievements since its inception half a century ago. The second product "Health Heritage" incorporates both traditional knowledge from Sanskrit Classics referred to by practitioners of Indian systems of medicine and the modern information made available through systematic scientific research during the past forty years on 50 medicinal plants most widely used in Ayurveda. The data for this CD has been collected from various books published by different laboratories of CSIR who have active research programme in the field of medicinal plants.

Grants for Sports

2848. SHRI T. GOVINDAN: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether in order to improve India's performance in international meets, the Government propose to earmark more funds and also release more funds to State Governments on the basis of proposals/requirements received from them;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) and (b) The Government has made provision for higher allocations in respect of Assistance to National Sports Federations under which foreign exposure is provided to sports persons. Such allocations also include funds for holding coaching camps and competitions.

The State Governments are not allocated any budget. However, assistance is made available to the State Governments on the basis of projects and proposals sent to the Central Government under its various schemes.

(c) Does not arise.

Rights of Tribals

2849. SHRI HANNAN MOLLAH: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government are aware that rights of the tribals are affected by the Forest Act;

(b) if so, whether the Government proposed to re-examine the Forest Act; and

(c) if so, the steps taken by the Government to protect the rights of the tribals?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) No, Sir.

(b) and (c) Does not arise.

Unauthorised Construction

2850. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "avedh nirman ke mamle mein dohre mapdand apna rahe hain Adhikari" appearing in the Dainik Jagaran dated February 16, 2000;

(b) if so, the reaction of the Government and the reasons for not taking over possession of land vested into gramsabha;

(c) the details of cases wherein proceedings under section 81 of Delhi Land Reforms Act, 1954 have been dropped by SDM/RA, Vasant Vihar during the last one year, case-wise;

(d) whether any appeal has been filed against such cases by the gramsabha; and

(e) if so, the details thereof along with the present status of all those cases?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) Yes, Sir. Divisional Commissioner, Delhi (GNCTD) has reported that inspection of village Mandoli on 10.2.2000 revealed that 6 factories were running on Gaon Sabha lands. Notices have been issued to occupants as per Section-86 (a) of Delhi Land Reforms Act, 1954.

(c) SDM/RA has dropped proceedings in a total of 17 cases under Section-81 of DLR Act in Vasant Vihar Sub-Division during the last one year. The details are given in Statement-I

(d) and (e) Yes, Sir. Necessary details are given in Statement-II enclosed.

Statement-I

Cases wherein Proceedings U/S 81 were Dropped During Last One Year

S.No.	Case No.	Title of the Case	Date of Decision
1.	48/RA/99	G.S. Ghitorni Vs. Arohi Properties Pvt. Ltd.	31.1.2000
2.	45/RA/97	G.S. Ghitorni Vs. Ravi Land & Housing	31.1.2000
3.	62/RA/97	G.S. Smalka Vs. Baby Averna	29.12.99
4.	67/RA/97	G.S. Smalka Vs. Baby Vasundhra	29.12.99
5.	61/RA/97	G.S. Rajokare Vs. M.R. Dogra	8.12.99
6.	21/RA/97	G.S. Smalka Vs. Ramkishan & Ors.	29.9.99
7.	326/RA/96	G.S. Ghitorni Vs. Sanjay Marbles	9.7.99
8.	70/SOC/94	G.S. Bijwasan Vs. Khazan Singh	24.5.99
9.	440/RA/95	G.S. Rangpuri Vs. Rajender Kumar	14.5.99
10.	114/RA/92	G.S. Masoodpur Vs. Dharmo & Ors.	31.3.99
11.	128/RA/92	-do- Vs. Raja Ram	31.3.99
12.	47/RA/92	-do- Vs. Narain Singh	19.2.99
13.	105/RA/92	-do- Vs. Risal Singh	13.1.99
14.	126/RA/92	-do- Vs. Devi Singh	21.10.99
15.	124/RA/92	-do- Vs. Raja Ram	13.1.99
16.	45/RA/92	-do- Vs. Jot Ram	21.10.99
17.	98/RA/98	V.S. Ghitorni Vs. Penguin Farma	26.3.99

Statement-II

Cases wherein proceedings U/S 81 were Dropped During Last One Year

S. No.	Case No.	Title of the case	Date of Decision	Details & Present Status of cases
1.	48/RA/97	G.S. Ghitorni Vs. Arohi Properties Pvt. Ltd.	31.1.2000	Copy of order received. File under submission for appeal
2.	45/RA/97	G.S. Ghitorni Vs. Ravi Land & Housing	31.1.2000	-do-
3.	62/RA/97	G.S. Samalkha Vs. baby Averna	29.12.99	File closed as per advice of Govt. Counsel & order of the Development Commissioner.
4.	67/RA/97	G.S. Samalkha Vs. Baby Vasundhra	29.12.99	-do-
5.	61/RA/97	G.S. Rajokari Vs. N.R. Dogra	8.12.99	Copy of order received. File under submission for appeal
6.	21/RA/97	G.S. Samalkha Vs. Ramkishan & Ors.	29.9.99	-do-
7.	326/RA/96	G.S. Ghitorni Vs. Sanjay Marbles	3.7.99	File closed as per advice of Govt. Counsel & order of the Development Commissioner.
8.	70/SOC/94	G.S. Bijwasan Vs. Khazan Singh	24.5.99	Appeals filed.
9.	440/RA/95	G.S. Rangpuri Vs. Rajender Kumar	14.5.99	Appeal filed
10.	114/RA/92	G.S. Masoodpur Vs. Dharmo & Ors	31.3.99	Appeals are being filed
11.	128/RA/92	G.S. Masoodpur Vs. Raja Ram	31.3.99	-do-
12.	47/RA/92	G.S. Masoodpur Vs. Narain Singh	19.2.99	-do-
13.	195/RA/92	G.S. Masoodpur Vs. Risal Singh	13.1.99	-do-
14.	126/RA/92	G.S. Masoodpur Vs. Devi Singh	21.10.99	-do-
15.	124/RA/92	G.S. Masoodpur Vs. Raja Ram	13.1.99	-do-
16.	45/RA/92	G.S. Masoodpur Vs. Jot Ram	21.10.99	-do-
17.	98/RA/98	G.S. Ghitorni Vs. Penguin Farms	26.3.99	File closed as per advice of Govt. Counsel & order of the Development Commissioner.

Health Facilities in Orissa

2851. SHRI ANANTA NAYAK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the inadequate health care facilities in Orissa particularly in the backward and tribal districts of Keonjhar, Mayurbhanj and Sundergarh;

(b) if so, the steps taken by the Government to provide adequate health facilities in these districts;

(c) whether any World Bank Aided programme is proposed to be sponsored for these most neglected districts in the field of health care;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (e) There is a small gap of few PHC's to be set up in the districts of Keonjhar, Mayurbhanj and Sundargarh as per National norms for Primary Health Centres for a population of 20,000/30,000 in tribal/non-tribal areas respectively.

Special efforts are being made to augment facilities of health care in these districts. Under the World Bank assisted Health System Project, one DH in each district and one SDH in each district apart from 5 CHCs in Keonjhar, 4 CHCs in Mayurbhanj and 5 CHCs in Sundargarh districts have been earmarked for construction of buildings, supply of equipments/instruments and furnitures.

Under the National Disease Control Programmes taken up with World Bank assistance position is as under:

(i) *National Blindness Control Programme*

A cataract blindness control project is being implemented in all districts of Orissa.

(ii) *National Anti-Malaria Programme*

Enhanced Malaria Control Programme covers 22 out of 31 districts of Orissa including the said 3 districts.

(iii) *National Leprosy Elimination Programme*

This covers all districts of the State

(iv) *Natioinal T.B. Control Programme*

Revised National T.B. Control Programme is in operation at present in 5 districts of Orissa including the said 3 districts. This is with DANIDA assistance.

Nomadic Tribes

2852. SHRI MANI SHANKAR AIYAR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government have taken any steps to identify pockets of nomadic tribes in the country particular in Tamil Nadu;

(b) if so, the details thereof;

(c) the details of schemes for these underprivileged sections of the society; and

(d) the steps taken by the Government to track their movement from one location to another so that benefits are made available to them irrespective of change of their location?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) No, Sir.

(b) Does not arise.

(c) and (d) There is no scheme exclusively for nomadic tribes. However, wherever they have been specified as Scheduled Castes, Scheduled Tribes or Other Backward Classes, they are entitled to the benefits available to these categories.

Malnutrition Among Women and Children

2853. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether surveys have shown high level of malnutrition among children and women in the country in both the rural and urban areas;

(b) whether the Government propose to launch a National Nutrition Mission to check the prevalent high level of malnutrition amongst women and children; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) and (b) Yes, Sir.

(c) Concerted action in three areas is proposed, namely:

(i) Vigorous awareness campaign on malnutrition to reach all sections of society;

(ii) Direct interventions for preventing onset of malnutrition among 0-2 years, adolescent girls, pregnant & lactating mothers, to prevent low birth weight and micro-nutrient malnutrition;

(iii) Nutrition mapping and surveillance to regularly monitor the nutrition situation.

Unauthorised Encroachment

2854. SHRI C.N. SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem regarding raising of illegal colonies in Delhi by land mafia in nexus with Government officials appearing in Dainik Jagaran dated 13.2.2000 to 23.2.2000;

(b) if so, the facts reported therein; and

(c) the action taken by the Government to smash such encroachment and to clear the public land and agriculture land?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir.

(b) The facts reported in the news item referred to in part (a) of the Question relate to raising of illegal/ unauthorised colonies, mushrooming of slums in Delhi, encroachment on Government lands and Gaon Sabha lands and misuse of agricultural land by land mafia.

(c) Any illegal construction/encroachment is liable for action under the prevailing laws. Action is taken to remove such encroachments etc. under relevant Municipal Acts/ Delhi Development Act/Delhi Land Reforms Act, 1954 whenever the same is brought to the notice of the concerned authorities.

Rubella

2855. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have collected any statistic on the incidence of Rubella in the country;

(b) if so, the number of children who are annually affected by Rubella;

(c) whether children attacked by Rubella suffer severe malformation;

(d) whether the Government have formulated any plan to supply Rubella vaccine; and

(e) the quantum of Rubella vaccine is presently processed and supplied by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) No, Sir.

(c) Rubella is a mild febrile viral disease with a diffuse punctate and maculopapular rash sometimes resembling that of measles or scarlet fever. Rubella is important because of its ability to produce anomalies in the developing foetus. Congenital Rubella syndromes occurs in upto 90% of infants born to women in acquired confirmed rubella during the first trimester of pregnancy.

(d) and (e) At present there is no proposal to include Rubella under the Universal Immunization programme.

Opening of Primary Health Centres

2856. SHRI RAMSHETH THAKUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government propose to open Primary Health Centres in all the villages of the country;

(b) if so, the number of villages where Primary Health Centres have not been opened so far, State-wise; and

(c) the funds allocated by the Union Government to State for opening of new Primary Health Centres during each of the last three years and the current year, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Primary Health Centres are opened according to population norms of one PHC per 30,000 in plain areas and 20,000 in hilly/tribal/difficult areas. On an average on PHC covers 25 villages in the country. There is some shortage of Primary Health Centres in some of the states and targets have been set in Ninth Plan Period to bridge these gaps.

(c) Primary Health Centres are established by the respective State Governments out of State Sector Budget

and Additional Central Assistance provided under Basic Minimum Services Programme for 7 basic services, one of which is Primary Health Care. Outlay for Health in the states & Union Territories for last 3 years including current year is given in the Statement enclosed.

Statement

Outlay for Health in the States & Union Territories

(Rs. lakhs)

STATES	9th Plan OUTLAY HEALTH	1996-97 OUTLAY		1997-98 OUTLAY		1998-99 OUTLAY		1999-2000 OUTLAY	
		HEALTH	MNP/BMS	HEALTH	MNP/ BMS	HEALTH	MNP/BMS	HEALTH	MNP/BMS
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	63052.00	3575.00	600.00	1397.00	2932.60	20046.00	3923.60	28033.00	1197.00
Arunachal Pradesh	33502.00	2487.00	881.00	3149.00	1021.00	3520.00	1072.00	2947.00	998.00
Assam	38410.00	5779.00	2673.00	6561.00	3120.00	7191.00	4334.00	7741.00	4534.00
Bihar	83200.00	7382.00	N.A.	7245.00	5059.00	12177.00	7518.00	12768.00	10800.00
Goa	8122.00	1048.00	157.00	1082.00	187.80	772.00	101.95	1646.00	106.55
Gujarat	83225.00	9000.00	1000.00	22093.00	12177.00	23550.00	12132.31	25100.00	11342.82
Haryana	35134.00	3898.22	1761.12	3882.00	1425.00	5946.00	2700.00	5327.00	2700.00
Himachal Pradesh	31765.00	4764.00	1713.25	5544.00	2659.10	8965.70	3341.54	10554.80	3319.83
Jammu & Kashmir	65600.50	5510.35	3105.00	7450.00	6460.00	11385.51	6334.86	11971.54	6312.79
Karnataka	110000.00	11041.00	N.A.	18359.00	12713.00	19344.30	11785.00	22771.51	17200.25
Kerala	30940.00	6126.00	426.00	6096.00	855.00	6200.00	775.00	6400.00	607.00
Madhya Pradesh	56787.00	10816.07	5498.62	9331.00	5604.00	17351.47	4357.78	13524.22	4056.59
Maharashtra	91323.00	24237.00	9480.00	17391.00	9882.00	22993.00	7142.00	27797.84	6856.93
Manipur	3600.00	633.00	269.00	630.00	271.65	805.35	600.00	930.00	550.00
Meghalaya	14000.00	1731.00	1346.00	2430.00	1306.50	2430.00	2000.00	3079.00	2329.00
Mizoram	11201.00	1877.00	780.00	1651.00	795.00	1810.00	794.41	2286.00	1830.00
Nagaland	10631.00	2449.00	1003.00	2506.00	1017.00	2128.00	550.00	2128.00	1139.00
Orissa	41605.75	4439.55	1461.20	4104.20	1907.89	7526.21	3465.19	13207.69	4127.72
Punjab	51159.00	5267.00	1575.00	9138.00	3432.00	16352.00	2579.60	18318.55	2458.00
Rajasthan	77060.00	14979.00	9585.00	13919.00	7005.05	15289.00	8830.00	17261.66	9656.00
Sikkim	8000.00	1100.00	206.30	857.00	267.15	814.00	275.05	1559.00	540.05
Tamil Nadu	78052.00	12293.37	363.37	8909.00	2440.86	11550.93	3388.14	12426.21	2442.99
Tripura	8559.00	1060.00	549.00	1371.00	619.00	1407.92	659.00	1354.83	630.00
Uttar Pradesh	118500.00	13718.00	10066.00	17312.00	12836.00	40551.00	27813.00	42816.00	15413.57
West Bengal	97363.90	5182.00	1725.00	20633.00	1500.00	19286.00	3103.00	23502.00	3246.00
Total States	1251792.15	160392.56	59523.86	206380.00	97484.60	279702.39	119975.43	315454.85	114394.19

1	2	3	4	5	6	7	8	9	10
UTs:									
A&N Islands	7741.00	1367.00	455.00	1559.00	671.00	1895.00	786.00	2000.00	956.00
Chandigarh	17065.00	2402.50	268.40	3617.00	353.00	3548.30	222.50	3481.00	250.50
D&N Haveli	514.00	153.80	77.65	219.00	207.50	252.70	91.45	280.00	121.45
Daman & Diu	387.00	112.00	68.70	133.00	97.00	173.00	153.80	136.00	128.00
Delhi	110140.00	12307.50	100.00	15240.50	1800.00	19700.00	3419.00	27345.00	5525.00
Lakshadweep	317.46	175.18	87.15	233.85	151.77	333.00	71.00	229.03	141.09
Pondicherry	10000.00	1345.31	181.67	1630.00	240.52	2370.00	303.87	2720.00	453.00
Total UTs	147164.46	17863.29	1238.57	22632.35	3520.79	28272.00	5247.62	36193.03	7575.04
Grand Total (States & UTs)	1398956.61	178255.85	66762.43	229012.35	101005.39	307974.39	125223.05	351647.88	121969.23

● As Recommended by Working Group
Source: (1) State Plan Division, Planning Commission
(2) Annual Plan document State Goernment
At B.E. level

Sea Erosion

2857. SHRI A.P. ABDULLAKUTTY: Will the Minister of OCEAN DEVELOPMENT be pleased to state:

(a) whether Sea Erosion is a major problem in Kerala;

(b) whether the Government propose to take precautionary measures to prevent this erosion;

(c) whether the Government also propose to provide more funds for the maintenance of granite stone wall throughout the coastal belt; and

(d) if not, whether the Government have any plan to exempt Kerala from the Coastal Building Regulatory Act?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEELOPMENT (DR. MURLI MANOHAR JOSHI): (a) Yes, Sir.

(b) and (c) The Ministry of Water Resources, Government of India, has two programmes for maritime states to protect vulnerable coastal area from sea erosion. The first one is "National Coastal Protection Project (NCPP)" and the second one "Critical Anti Erosion Works in Coastal and other than Ganga States". Under the first proposal, the Ministry of Water Resources have received a proposal from Government of Kerala at an estimated cost of Rs. 304 crores for construction of sea wall and reformation of damaged sea wall. The proposal has been examined and comments sent to the Government of Kerala for clarifications/modification of the proposal. The second programme has been referred to the Planning Commission for approval.

(d) The Ministry of Environment and Forests have no plans to exempt Kerala from the Coastal Regulation Zone Notification, 1991.

Spurious Drugs

2858. SHRI BHIM DAHAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government are aware of the black marketing in medicines and sale of spurious drugs in various parts of the country;

(b) if so, the details thereof;

(c) whether the Government have received any representations from the Federation of Medical and Sales Representatives Association in this regard;

(d) if so, the details thereof;

(e) whether any enquiry has been conducted into the matter;

(f) if so, the details and the outcome thereof; and

(g) the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (g) The Federation of Medical and Sales Representatives Associations of India sent a representation to the Ministry of Chemicals & Fertilizers on June 26, 1999 regarding black-marketing of medicines and increase of spurious drug sale. A meeting was held at the National Pharmaceutical Pricing Authority (NPPA) under the Ministry of Chemical & Fertilizer (Department of Chemicals & Petro-Chemicals) with the representatives of the Federation in August, 1999, where they reported about some unethical practices in the market like black-marketing, spurious drugs, theft etc. The Federations's representation was forwarded to the Central Bureau of Investigation, as the matters pertain to inter-state criminal activities.

As per the feedback available from the State Licensing Authorities, the reported incidence of spurious drugs during the period 1997-98 based on laboratory testing is only 0.5%. A statement I and II showing the number of samples tested and those found spurious by the Drugs Control Organizations and the prosecution launched are enclosed.

Statement-I

A Statement Indicating No. of Samples Tested, Found Substandard/Spurious as well as percentages during the period 1995-96; 1996-97 and 1997-98.

Year	No. of samples:-			percentage:-	
	Tested	Sub-standard	Spurious	S-std.	Spurious
1995-96	32770	3490	100	10.64	0.30
1996-97	28887	2573	109	8.90	0.37
1997-98	25547	2491	132	9.75	0.51

Statement-II

A Statement Indicating No. of Prosecutions Launched cases Decided; Convicted with or without Fine; Fined only and Acquitals during the period 1995-96; 1996-97 and 1997-98

Year	Number of				
	Prosecution launched	Cases decided	Convicted with or without fine	Fined only	Acquitals
1995-96	683	248	247	181	67
1996-97	631	293	37	78	129
1997-98	504	156	82	25	56

Conversion Fee

2859. SHRI ADHIR CHOWDHARY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether DDA has made all plots upto 50 Sq. Mtrs. from lease hold to free hold without any conversion fee and without necessary certificate etc. to the allottees those who have cleared their dues;

(b) if so, the details thereof; and

(c) the time by which all the plot holders are likely to be issued such certificates?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) According to the scheme of conversion of lease hold rights into free-hold notified by the Ministry of Urban Development, no conversion fee is payable in respect of plots having land area upto 50 Sq. Mtrs., 'C' type tenements, Janta flats and also flats constructed by Group Housing Societies on land allotted by DDA having plinth area of 30 Sq. Mtr. and below. In such cases DDA has to confer freehold rights upon the allottees/lessees on record subject to fulfilment of the following conditions:

(i) The allottee has paid upto date ground rent/ revised ground rent, as the case may be.

(ii) No other dues are outstanding.

(iii) The title of the property is not under dispute in the court of law or there is no litigation pending.

(iv) The lease of the plot has not been determined or the property re-entered

(v) The building on the plot has been constructed and Form 'D' obtained.

(vi) The property is not mortagaged.

(c) No time frame can be indicated. However, as on 28.2.2000, in 1963 cases conversion has already been allowed by issuing Conveyance Deed Papers and the remaining cases are at various stages of process.

Employment Generation

2860. SHRI THIRUNAVUKARASU: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government propose to give new thrust to employment generation and poverty alleviation programmes in the light of recently brought out Bankok declaration of the UNCTAD; and

(b) if so, the details of the schemes, allocation of funds and ways and means to generate fund in this regard; State-wise?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) and (b) As seen from the Plan of Action Report on UNCTAD obtained from Ministry of Commerce, the UNCTAD declaration is primarily related to trade and development. It does not highlight any specific new thrust in the area of poverty alleviation. There mention of poverty alleviation in the concluding para as follows:

> "The Conference has brought together development partners to propose practical and meaningful solutions. It has inspired reasons for hope in the possibility of creating a fairer and better world economic system, alleviating poverty, redressing imbalance, and improving the protections of our environment, as well as offering all people security and growing opportunities to raise their standards of living and lead a full and meaningful life..."

Government of India is presently implementing a centrally sponsored scheme on Poverty Alleviation with effect from 1.12.97 viz. Swarna Jayanti Shahari Rojgar Yojana (SJSRY) with the primary aim of providing gainful employment to urban unemployed or under-employed poor through encouraging the setting up of self-employment ventures or provision of wage eployment by utilising their labour for construction of socially and economically useful public assets. Statement indicating allocation of funds, State-wise, under the scheme during the current year (1999-2000) is enclosed. No funds are being generated under the scheme.

Statement

Statement Indicating Allocation of Funds, State-wise during the year 1999-2000

(Rs. in lakhs)

S.No.	Name of the State	Tentative Allocation (B.E. 1999-2000)
1	2	3
1.	Andhra Pradesh	1526.50
2.	Arunachal Pradesh	68.19
3.	Assam	916.57
4.	Bihar	872.36
5.	Goa	37.72
6.	Gujarat	882.58
7.	Haryana	150.79
8.	Himachal Pradesh	75.06
9.	Jammu & Kashmir	74.84
10.	Karnataka	1246.57

1	2	3
11.	Kerala	421.93
12.	Madhya Pradesh	1692.17
13.	Maharashtra	2310.71
14.	Manipur	211.04
15.	Meghalaya	131.76
16.	Mizoram	139.22
17.	Nagaland	94.41
18.	Orissa	403.63
19.	Punjab	151.27
20.	Rajasthan	694.64
21.	Sikkim	31.02
22.	Tamil Nadu	1655.95
23.	Tripura	174.11
24.	Uttar Pradesh	2202.09
25.	West Bengal	919.87
26.	A&N Islands	118.13
27.	Chandigarh	75.88
28.	D&N Haveli	39.37
29.	Daman & Diu	65.62
30.	Delhi	183.61
31.	Pondicherry	67.39
	Total	17635.00

[Translation]

Fertilizers Agencies

2861. SHRI JASWANT SINGH BISHNOI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Union Government have received the complaints against the fertilizers agencies located in Rajasthan during the last three years;

(b) if so, the details thereof; and

(c) the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) A complaint was received in 1997 against M/ M/s. Shurvi Colour Chem Ltd. of Rajasthan alleging that the Company had submitted false data regarding production and sales of SSP and claimed subsidy in 1995-96 and 1996-97. This was investigated through the Sate Government which found no substance in the complaint.

Bhar Caste

2862. SHRI BABBAN RAJBHAR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government have received any memorandum regarding the caste certificate issued to Bhar Caste;

(b) if so, the action taken thereon;

(c) whether Bhar Caste in Uttar Pradesh comes under Denotified Tribes whereas the certificates issued to them as of Denotified Caste;

(d) if so, the reasons therefor;

(e) whether the Government propose to issue Denotified Tribe caste certificate to Bhar Caste; and

(f) if so, the time by which it is likely to be done?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) No, Sir.

(f) Does not arise.

[English]

Low to Combat Terrorism

2863. SHRI MANIKRAO HODLYA GAVIT:
SHRI VILAS MUTTEMWAR:
SHRI G.S. BASAVARAJ:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "In search of a new, improved TADA" appearing in the Indian Express dated January 30, 2000;

(b) if so, the facts thereof;

(c) whether a seminar has been organised by the Law Commission about India's draft legislation to combat terrorism;

(d) if so, the main suggestions made by the legal experts and the former bureaucrats; and

(e) the time by which the new and improved TADA is likely to be brought out?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) Yes, Sir.

(b) to (e) The criminal Lw (Amendment) Bill, 1995 was introduced in Rajya Sabha in 1995. This Bill has been pending since then because of absence of consensus on the passing of the Bill. This Ministry requested Law Commission in December, 1998 to undertake a comprehensive study of the matter for formulating an Anti-Terrorism Law for the country. In this background two seminars were organised by Law Commission on 20.12.99 and 29.1.2000.

Majority of the participants were in favour of enactment of a law to combat terrorism as the country has paid heavily on account of terrorist activities caused by various terrorists groups.

The report of the Law Commission is expected shortly. The recommendations made by the Law Commission will thereafer be examined by the Government.

[Translation]

Foreign Language in Public Schools

2864. SHRI RAMDAS ATHAWALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the public schools have been permitted to teach foreign languages as a third language by the CBSE;

(b) if so, the details thereof and the ground on which it was included in schools;

(c) whether the options for foreign languages are available in other Government senior secondary schools;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (e) As per information received from the Central Board of Secondary Education (CBSE), they have introduced the three language formula in schools affiliated with them including the Government schools. CBSE offers the studies of following languages:

Hindi, English, Assamese, Bengali, Gujarati, Kannada, Kashmiri, Marathi, Malayalam, Manipuri, Oriya, Punjabi, Sindhi, Tamil, Telugu, Urdu, Lepcha, Limbu, Bhutia, Sanskrit, Arabic, Persian, French, German, Portuguese, Russian, Spanish, Nepali, Tibetan and Mizo.

Out of the above, any three languages are required to be offered by the students. However, study of Hindi and English is compulsory at least up to Class-VIII.

The students are required to offer any two languages listed above in class IX and X, of which at least one language should be English or Hindi.

Provision also exists for study of a third language which can be offered as an additional subject in class IX and X, if the student so desires.

Construction of Roads

2865. SHRIMATI RENU KUMARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government have formulated any scheme to construct roads on large scale in order to strengthen the communication system in terrorism affected areas of the country;

(b) if so, details thereof, State-wise;

(c) whether the Government propose to make special arrangements to set up industries in these terrorism affected backward districts;

(d) if so, the time by which these industries are likely to be set up; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (e) Information is being collected and will be laid on the Table of the House.

[English]

Fake Currency

2866. SHRI AMAR ROYPRADHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of production of counterfeit currency notes of Rs. 500/- denominatioins have been registered in the Police Stations of South West District of Delhi during January, 2000;

(b) if so, the details of persons found involved along with their nationality; and

(c) the action taken against the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) Yes, Sir. An official of the Pakistan High Commission at Delhi is alleged to have deposited with Mount Carmel School, Anand Niketan, a currency note of the denomination of Rs. 500/- towards the fee of his son, which was later found to be fake. Delhi Police have registered a criminal case in this connection and taken up the investigation.

[Translation]

Monopoly Over Bio-Technology

2867. SHRI MANSINH PATEL: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the multi-national companies have monopoly over bio-technology in India;

(b) if so, the details thereof; and

(c) the measures taken by the Government to extend the benefits of bio-technology to farmers?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) Sir, multinational companies have no monopoly over Biotechnology in India. Several Indian Companies are producing biotech products and marketing in India, e.g. M/s. Cadila Pharmaceuticals Ltd., Ahmedabad; M/s. Shantha Biotechnics Ltd., Hyderabad; Bharat Biotech International Ltd., Hyderabad, M/s Acehaboratories Ltd., New Delhi, M/s. J. Mitra & Co. Ltd., New Delhi have used indigenous R&D for producing biotech products like biofertilizers, vaccines and diagnostic kits.

(c) The Government of India has taken many initiatives and measures to ensure that relevant products of biotechnology would reach the farmers. Biofertilizers, biopesticides, tissue culture plants through technology transfer have already benefited many farmers in the country. Farmers meals, workshops, awareness and educational programmes are helping the perception of farmers about the potential of biotechnological tools and their application for sustainable agriculture.

[English]

Self Employment Venture for Women

2868. SHRI ANNASAHEB M.K. PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have identified 120 trades to promote women entrepreneurships with special emphasis on the self-employment ventures;

(b) if so, the details thereof;

(c) whether the Government propose to reserve these trades only for the women entrepreneurs; and

(d) if so, the financial assistance proposed to be provided to women entrepreneurs opting these trades?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) to (d) Information is being collected and will be laid on the Table of the House.

Welfare Schemes for Women and Children

2869. SHRI ANANT GUDHE:
SHRI ANNASAHEB M.K. PATIL:

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

(a) whether the Government have reviewed the implementation of the Central sector and State sector schemes being run for the welfare of youth, women and children;

(b) if so, the details of targets set and achieved during the last three years and current year;

(c) the fresh initiatives taken to scrap/modify some of the schemes and launch new schemes in Central sector; and

(d) the funds provided for implementation of Central Sector schemes to Maharashtra and other States for the current year, scheme-wise and the actual utilisation of funds thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN):- (a) to (d) Information is being collected and will be laid on the Table of the House.

Amendment in Food Adulteration Act

2870. SHRI P.C. THOMAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have received proposals to amend the Prevention of Food Adulteration Act, 1954;

(b) if so, the details thereof;

(c) whether there is lacuna in these laws which are unduly benefiting manufacturers and the real adulterators; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) The suggested amendments inter-alia, include the following:

- Change in the title of the Act;
- Amendments of certain definitions given in the Act;
- Making provisions for giving a counterpart of the sample to the vendor;
- Rationalization of penal provisions commensurate with the gravity of the offence etc.

(c) and (d) The Prevention of Food Adulteration (PFA) Act, 1954 was enacted with the objective of ensuring pure and wholesome food to the consumers. This Act was amended thrice in 1964, 1976 and 1986 for removing loopholes and making the punishment more stringent. Amendment of the statute is an ongoing process, which is resorted to from time to time to make the provisions more effective in keeping with the emerging requirements/ challenges. A Departmental group of officers drawn from concerned Ministries/Departments and some of the State Governments has been set up to review the PFA Act. The first meeting of the Group was held on 1-2nd March, 2000, in which various stakeholders and interest groups presented their views/suggestions on amendment of certain specific provisions of the PFA law as it exists today.

[Translation]

Negligence of Doctors

2871. SHRI MANJAY LAL:
SHRI RAMJEE MAJHI:

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

(a) the number of cases of death or physical disorder due to the negligence of doctors in Government hospitals came to the notice;

(b) the action taken by the Government thereon; and

(c) the steps being taken or proposed to be taken by the Government to check such negligence?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) No proven case of death or physical disorder due to the negligence of doctors in three Central Government Hospitals in Delhi has come to notice.

(b) and (c) Do not arise.

[English]

Fake Currency

2872. SHRI KAMAL NATH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Fake notes float from Dubai and Italy to a cattle fair in Rajasthan" appearing in the 'Indian Express' dated 11th February, 2000;

(b) if so, the facts reported therein alongwith the reaction of the Government thereto;

(c) the total amount of fake notes detected from various parts of the country; and

(d) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) Yes, Sir.

(b) The cases of circulation of fake currency notes are being reported, from time to time, from various parts of the country. It is not a fact that counterfeiting of Indian currency notes was earlier linked only to the border States of Punjab and Jammu and Kashmir. Reports available with the Government indicate that Peshawar is one of the centres in Pakistan where fake Indian currency is printed and diverted to various locations in India.

(c) According to available information, the total value of fake currency notes recovered and seized during the last three years, *i.e.*, 1997, 1998 and 1999, was Rs. 3,55,70,249/-, Rs. 64,97,127/- and 1,33,35,315/- respectively.

(d) The Central Bureau of Investigation has created a Special unit for exclusive investigation of counterfeit currency notes. The Border Security Force has alerted its forward troops to be more vigilant so as to ensure that such currency notes are not smuggled in the country.

The following steps have been taken by the Ministry of Finance to deal with the problem of fake currency:

(i) A High Level Committee has been constituted, with representation from the Department of Economic Affairs, Reserve Bank of India, Ministry of Home Affairs/National Security Council Secretariat (NSCS), to go into the entire gamut of issues pertaining to the security dimension of India currency.

(ii) Currency and Coinage Division has set up a six member Fact Finding Committee under the convenorship of Shri V.R. Gaikwad, Dy. General Manager, RBI comprising experts on note-printing/currency paper, etc. for examining the fake notes seized in the past in order to enable the Government to take remedial action vis-a-vis printing and security features.

(iii) RBI has been advised to go in for publicity campaign about security features incorporated in the genuine notes so that the members of the public may distinguish between genuine and fake notes.

Slum Development Scheme

2873. SHRI CHANDRA BHUSHAN SINGH:
SHRI S.D.N.R. WADIYAR:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the State Governments are being assisted by the Union government for the development of slums in the country;

(b) if so, the details of amount released under the National Slum Development Programme during the last three years;

(c) the number of proposals for slum development pending with the Government as on date;

(d) whether the Government are considering to simplify the procedure in respect of said programme;

(e) if so, the details thereof; and

(f) the details of initiatives taken by each State on slum clearance and development of separate colonies for slum dwellers?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) Yes, Sir.

(b) During the year 1996-97, 1997-98 and 1998-99 an amount of Rs. 2500.00 lakhs, Rs. 29099.00 lakhs and Rs. 35357.44 lakhs respectively has been released to the States/UTs under the National Slum Development Programme (NSDP).

(c) No specific proposal is pending with the Government as on date. However, State do seek higher allocations.

(d) and (e) Yes, Sir. The Ministry has proposed a Draft National Slum Policy which is to be finalised in consultation with the States/UTs, concerned Ministries/ Planning Commission/Metropolitan Corporation etc.

(f) The information is being collected and will be laid on the Table of the Sabha.

Unauthorised Colonies

2874. SHRI RAMJEE MANJHI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "Chhawla Gaon mein khub phalphool raha hai zamin dalali ka dhandha" appearing in the Dainik Jagaran dated February 16, 2000;

(b) if so, the facts reported therein;

(C) the details of warrant of possessions pending with Tehsildars of Hauz Khas, Vasant Vihar and Najafgarh for execution, case-wise and village-wise; and

(d) the details of warrants of possesion executed by Tehsildars in Delhi during the last three years, Tehsildar-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) Yes, Sir. MCD has reported that unauthorised construction/colonization is a violation of MPD-2001 and building bye-laws and local bodies Acts. Whenever any unauthorised construction/colonization is attempted, action is initiated at initial level to stop it. divisional Commissioner, Delhi (GNCTD) has reported that as far as report on construction on Chhawla-Bijawasan Road is concerned, a case has been instituted under Section 81, Delhi Land Reforms Act (DLR Act), 1954. Further, restraint order under Section 83 of DLR Act, 1954 has been issued on 5.1.2000 and thereafter on 3.3.2000 a conditional order in this regard has been issued. Regarding construction on Chhawla-Kanganheri Road, a case under Section 81 of DLR Act has been instituted in the Court of RA.

(c) and (d) No. of warrants of possession pending and executed, tehsildar-wise, are as under:

Area	Pending	Executed
Hauz Khas	2	—
Vasant Vihar	52	1
Najafgarh	190	254

Assam Cracker Project

2875. SHRI PABAN SINGH GHATOWAR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Assam Gas Cracker project was down sized due to non-availability of Natural Gas;

(b) the gas availability projection and the production of potential of Ethylene at the time of issuigng of Letter of Intent for the project; and

(c) the gas availability and Ethylene production potential as on date?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) Assam Industrial Development Corporation (AIDC), a State Government undertaking, was issued a Letter of Intent in 1991 for setting up of a Gas Cracker of 3 lakh TPA Ethylene. Based on the availability of natural gas in Assam, a commitment was made by the Central Government in 1994 to supply adequate gas to the Assam Gas Cracker Project for production of 2 lakh TPA of Ethylene. Government have also decided that if additional gas is available in Assam, the same would be given to the Assam Gas Cracker Project on first priority.

Uniform Civil Code

2876. SHRI C.P. RADHAKRISHNAN:
SHRI RAMDAS ATHAWALE:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government propose to formulate a uniform civil code for urban area for keeping the cities clean;

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

(c) whether there is any proposal for framing joint policy for the development of urban and village area; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) At present, no such proposal is under consideration of this Ministry. As per Entry 5 of the State List of the Constitution, local Government is a State subject. Therefore, it is for the State Governments/ Urban Local Bodies to take steps to keep the cities cleaned.

(c) and (d) At present, no such proposal is under consideration of this Ministry.

[Translation]

World Bank Assistance

2877. SHRI BRAJ MOHAN RAM:
SHRI PUNNU LAL MOHALE:
SHRI JAWAHAR LAL JAISWAL:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the World Bank/other foreign agency has agreed to provide assistance for the rehabilitation of urban families affected due to road projects in the country; and

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

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

[English]

Growth of Population of Minorities

2878. SHRIMATI MINATI SEN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government are aware of population growth in India which is increasing rapidly in comparison with last decade;

(b) if so, the detailed position in respect of minorities and reasons for their rapid growth; and

(c) the action taken by the Government to check the population growth?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The growth rate of population during 1981-91 as observed in 1991 census has declined to 2.14% per annum from 2.22% during 1971-81 as observed in 1981 census. The natural growth rate of population (birth rate minus death rate) during 1998 is 1.74% as per the estimates of Sample Registration System (SRS) by Registrar General, India.

(b) Does not arise.

(c) Following actions are being taken by the Government to check the population growth:

(i) Propagation of Family Planning methods which include sterilisation both for male and female, spacing methods namely, IUD insertions, oral pills and condoms;

(ii) Fulfillment of unmet needs of contraceptives through provision of integrated service delivery at village level;

(iii) Information, Education and Communication Programme to create awareness about the benefits of small family;

(iv) Provision of additional inputs in weaker States/ districts.

[Translation]

Lathicharge by Delhi Police

2879. SHRI RAMDAS ATHAWALE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the 'Arakshan Bachao' rally organised by the people of Scheduled Castes and Scheduled Tribes community in New Delhi on 13 December, 1999 was lathicharged and teargased heavily by Delhi Police;

(b) if so, the number of persons injured in the incidents;

(c) whether the said incidents has been inquired into by any retired Judges;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) No, Sir. The Delhi Police did not resort to any lathicharge on the demonstrators. However, water canons and tear-gas shells were used to disperse the demonstrators when they became violent and did not pay any heed to the warnings given on public address system. The number of persons injured in the incident was 29 which included 15 police personnel. The injuries sustained were simple in nature.

(c) to (e) There is no proposal to have the matter inquired into by a retired Judge as the circumstances of the case do not warrant such a course of action.

[English]

Availability of Antidote

2880. SHRI KRISHNAMRAJU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned 'No antidote for poison in hospitals' appearing in 'Pioneer' dated December 14, 1999;

(b) if so, the facts of the matter reported therein and the reasons therefor;

(c) the steps taken or proposed to be taken by the Government in this direction; and

(d) the time by which these antidotes are likely to be available in hospitals?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (d) Antidotes for common poison including Anti-snake venom are available in Central Government Hospitals. Activated charcoal, which is an absorbent is available in Lady Hardinge Medical College & Associated Hospitals. Poisoning of heavy metals are dealt with by symptomatic and supportive treatment.

Dental Colleges

2881. SHRI A. VENKATESH NAIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of Dental Colleges to whom permission has been accorded during 1997 and 1998 to open different post-graduate courses in Dentistry in the country, State-wise;

(b) the details of colleges whose applications have been awaiting clearance since 1996 onwards;

(c) the reasons for such a delay in according the permission; and

(d) the steps taken/being taken by the Government for early clearance for these colleges?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) A statement-I indicating the details of Dental Colleges to whom permission has been accorded during 1997 and 1998 to open different Post-Graduate courses in Dentistry is enclosed.

(b) to (d) A statement-II indicating the details of colleges whose applications for starting fo MDS Courses have been awaiting clearance since 1996 onwards along with reason of delay is enclosed.

Statement-I

Statement Showing Details of Dental Colleges to whom Permission has been accorded during the years 1997 & 1998 to open Different Post Graduate Courses in Dentistry in the Country, State-wise

Name of the State/College	Specialities	Date of permissioin
1	2	3
Assam		
Regional Dental College Guwahati-781 002 (Assam)	1. Periodontics 2. Conservative Dentistry	5.1.97
Goa		
Goa Dental College & Hospital P.O. Bambolim, Goa-403 202	1. Prosthodontics 2. Orthodontics	11.2.97
Haryana		
DAV Centenary Dental College Yamuna Nagar	1. Conservative Dentistry 2. Prosthodontics 3. Oral & Maxillofacial Surgery	7.8.98

1	2	3
Karnataka		
Bapuji Dental College & Hospital Davangere-577 004 (Karnataka)	1. Community Dentistry 2. Oral Pathology	7.1.97
College of Dental Sciences Davangere	1. Oral & Maxillofacial Surgery 2. Periodontia 3. Prosthetic Dentistry 4. Conservative Dentistry 5. Orthodontia 6. Pedodontia	31.1.97
KLE Society's Dental College, Belgaum-590 010 (Karnataka)	1. Community Dentistry 2. Oral Medicine 3. Pedodontics	17.9.97 17.9.97 21.8.98
SDM College of Dental Sciences, Dhavalgiri Dharwad-580 002 (Karnataka)	1. Pedodontics & Preventive Dentistry 2. Oral Medicine & Radiology	9.9.98
P.M. Nadaguda Dental College & Hospital Bagalkot-587 101 (Distt. Bijapur-Karnataka)	1. Prosthodontia 2. Conservative Dentistry 3. Orthodontics 4. Oral Surgery 5. Oral Pathology 6. Oral Medicine & Radiology 7. Periodontics 8. Pedodontics & Preventive Dentistry	 24.3.98 6.11.98 17.9.98
K.V.G. Dental College & Hospital Kurunjibag Sullia-574 237 (D.K. Karnataka)	1. Prosthodontics 2. Oral Surgery 3. Conservative Dentistry	10.6.98 25.9.98
Yenepoya Dental College Zulakha Complex Bibi Alabi Road, Mangalore-575 001 (Karnataka)	1. Oral Pathology 2. Conservative Dentistry 3. Orthodontia 4. Periodontia 5. Prosthodontia 6. Oral & Maxillofacial Surgery	2.12.97
Jagdguru Shri Shivarathrusawara Dental College & Hospital, Sri Shivarathruswara Nagar Mysore-570 015 (Karnataka)	1. Periodontia 2. Oral Surgery 3. Conservative Dentistry 4. Community Dentistry 5. Pedodontics	16.4.98
Tamil Nadu		
Ragas Dental College Chennai	1. Prosthodontics	30.12.98

1	2	3
Sri Balaji Dental College & Hospital Chennai	1. Prosthodontics 2. Oral Surgery 3. Conservative Dentistry 4. Orthodontics 5. Oral Pathology	10.8.98
Meenakshi Ammal Dental College & Hospital Chennai	1. Oral Pathology 2. Periodontics 3. Conservative Dentistry 4. Prosthodontics 5. Orthodontics 6. Oral Surgery	17.7.98

Statement-II

Details of Colleges whose Application for Starting the MDS Courses are awaiting Clearance Since 1996 onwards alongwith Reasons of Delay & Steps being taken by Govement for early Clearance.

S.No.	Name of the College	Specialities	Dates since when pending	Reasons of Delay	Steps taken for early clearance
1	2	3	4	5	6
1.	DAV Centanary Dental College, Yamuna Nagar	1. Periodontia 2. Pedodontics 3. Orthodontia	6.9.99	Dental Council of India sent its recommendations only on 10.2.2000	Process for issue of Letter of Intent (LOI) initiated.
2.	Bangalore Institute of Dental Sciences, Bangalore	1. Oral Medicine & Radiology 2. Prosthodontia 3. Oral Surgery 4. Conservative Dentistry 5. Orthodontia 6. Periodontia	12.11.98	Dental Council of India sent its recommendations only on 9.2.2000	Compliance report on Letter of Intent from the applicant received on 7.3.2000 & process for issue of Letter of Permission (LOP) initiated
3.	College of Dental Sciences, Davangere	1. Oral Medicine & Radiology 2. Oral Pathology	Sept. 99	Dental Council of India sent its recommendations only on 27.1.2000	Process for issue of formal Letter of Permission in Oral Medicine and for disapproval in Oral Pathology initiated.
4.	V.S. Dental College, Bangalore	1. Oral Surgery 2. Conservative Dentistry 3. Oral Pathology 4. Orthodontics	16.4.98	A time period up to 25.2.2000 for ractification of deficiencies was granted to the applicant. No reply has been received.	Since no reply has been received, the process for disapproval of the scheme initiated.

1	2	3	4	5	6
5.	V.M.S. Dental College, Salam	1. Oral Surgery 2. Orthodontia 3. Periodontia 4. Oral Pathology 5. Prosthodontia	4.4.97	Compliance report on the condition of Letter of Intent issued on 3.10.99 is awaited from the applicant.	The applicant has been reminded to send compliance report by 10.3.2000
6.	Rajas Dental College Vadaksnagulam	1. Prosthodontia 2. Oral Surgery 3. Conservative Dentistry	22.9.97	Dental Council of India sent its recommendations on 16.6.99	Letter of Intent issued on 7.10.99 with certain conditions. After receipt of the compliance from the applicant on the conditions of Letter of Intent, process for issue of formal Letter of Permission has been initiated.
7.	Saveetha Dental College, Chennai	1. Oral Medicine 2. Oral Pathology 3. Periodontics	8.12.99	Dental Council of India sent its recommendations in respect of Oral Medicine & Periodontics only on 9.3.2000. The recommendation of Dental Council of India in respect of Oral pathology is awaited.	Process for issue of Letter of Intent (LOI) in oral Medicine & Periodontics, initiated.
8.	Goa Dental College & Hospital, Bambolin, Goa	1. Oral Medicine 2. Conservative Dentistry 3. Pedodontics 4. Periodontics	11.10.99	Recommendations of Dental Council of India are awaited	Dental Council of India has been requested to expedite the recommendation.
9.	Govt. Dental College of Patna	1. Conservative Dentistry 2. Pedodontics 3. Orthodontics 4. Periodontics 5. Oral Surgery	9.9.99	-do-	-do-
10.	Sri Ramachandra Dental College, Chennai	1. Community Dentistry 2. Prosthodontics 3. Oral Surgery 4. Orthodontics 5. Periodontics 6. Oral Pathology 7. Pedodontics 8. Conservative Dentistry 9. Oral Medicine & Radiology	13.12.99	-do-	-do-

1	2	3	4	5	6
11.	Vidarbha Youth Welfare Society's Dental College Amravati	1. Prosthodontics 2. Orthodontics 3. Oral Surgery 4. Periodontics 5. Oral Medicine & Radiology	20.11.98	-do-	-do-
12.	D.Y. Patil Dental College and Hospital, Navi Mumbai	1. Prosthodontics 2. Orthodontics 3. Oral & Maxillofacial Surgery 4. Conservative Dentistry 5. Periodontics	8.6.99	-do-	-do-
13.	M.S. Ramaiah Dental College, Bangalore	1. Conservative Dentistry	25.11.99	-do-	-do-
14.	H.K. Society's Instt. of Dental Sciences, Gulbarga	1. Conservative Dentistry 2. Orthodontics	27.9.99	-do-	-do-
15.	K.V.G. Dental College, Sullia	1. Periodontics	4.2.97	-do-	-do-
16.	Government Dental College, Patiala	1. Oral & maxillofacial Surgery	13.1.2000	-do-	-do-

Funds for MRTP Bangalore

2882. SHRI R.L. JALAPPA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the detailed Project Report and Financial Analysis for Metro Rail Transit Project, Bangalore has been completed;

(b) if so, the details thereof; and

(c) the details of funds released by the Government for the said project?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) The Government of Karnataka (GoK) have informed that the Detailed Feasibility Study Report and Detailed Financial Analysis for Bangalore Elevated Light Rail Transit System (ELRTS) are under finalisatioin between the private sector UB Group Consortium and Bangalore Mass Rapid Transit Limited—the company set up by GoK to implement ELRTS in Bengalore.

(c) No funds have been released by Government of India for implementation of the above project. However, the Government of India had provided Rs. 18.34 lakhs to Government of Karnataka as grant assistance for carrying out the feasibility study for ELRTS in Bangalore.

RSS

2883. SHRI ANANT GANGARAM GEETE:
SHRI KIRIT SOMAIYA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the grounds which led to the imposition of ban on RSS. and when;

(b) whether the Government are considering to allow RSS Swayamsevaks to participate in RSS activities;

(c) if not, the activities which are prejudicial to the integrity of the sovereignty of India;

(d) whether it is a fact that during various natural calamities, various State Governments and the Central Government had taken the help of the RSS;

(e) whether it is also true that RSS is a socio-cultural organisation;

(f) if so, the reasons for not allowing government servants to participate in the RSS activities; and

(g) whether Government propose to set up a judicial commission to sort out the matter once for all that none could derive political advantage out of it?

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): (a) The organisation was banned on three occasions under the provisions of Criminal Law Amendment Act, 1908 on 4th February, 1948, Defence and Internal Security of India Rules on 7th July 1975 and Unlawful Activities (Prevention) Act, 1967, On 10th December, 1992.

(b) In the case of any lawful organisation, members are free to participate in the activities.

(c) Does not arise.

(d) Several organisations including RSS have been providing voluntary services in various parts of the country during natural calamities.

(e) and (f) As per the information provided by the Election Commission of India, the RSS has neither applied for registration as a political party nor is it registered as a political party with the Commission.

(g) No, Sir.

Construction of Youth Hostels

2884. SHRI K. MURALEEDHARAN:
SHRI HOLKHOMANG HAOKIP:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the number of youth hostels constructed in the country till date, State-wise and location-wise; and

(b) the number of hostels proposed to be constructed, State-wise and location-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) A statement-I giving the requisite details is enclosed.

(b) Details are given in Statement-II enclosed.

Statement-I

S.No.	Name of State/UT	No. of Youth Hostels Constructed	Location of Youth Hostel(s)
1	2	3	4
1.	Andhra Pradesh	3	Secunderabad, Vijayawada, Tirupati
2.	Arunachal Pradesh	1	Naharlagun
3.	Assam	3	Nawgaon, Guwahati, Golaghat
4.	Bihar	1	Patna
5.	Gujarat	1	Gandhinagar
6.	Haryana	4	Panchkula, Kurukshetra, Bhiwani, Gurgaon
7.	Himachal Pradesh	2	Dalhousie, Bilaspur
8.	Jammu & Kashmir	2	Patinitop, Nagrota
9.	Karnataka	3	Mysore, Hassan, Tirtharameshwar
10.	Kerala	3	Trivandrum, Ernakulam, Calicut

1	2	3	4
11.	Maharashtra	1	Aurangabad
12.	Manipur	2	Imphal, Ukhrul
13.	Meghalaya	2	Shillong, Tura
14.	Madhya Pradesh	2	Bhopal, Jabalpur
15.	Nagaland	2	Mokokchung, Kohima
16.	Mizoram	1	Aizwal
17.	Punjab	4	Ropar, Amritsar, Sangrur, Patiala
18.	Rajasthan	2	Jaipur, Jodhpur
19.	Tamil Nadu	4	Madras, Madurai, Thanjavur, Trichy.
20.	Uttar Pradesh	4	Agra, Mussoorie, Uttarkashi, Nainital
21.	Andaman & Nicobar Islands	1	Port Blair
22.	West Bengal	3	Darjeeling, Churulia, Burdwan
23.	Pondicherry	1	Pondicherry
24.	Tripura	1	Agartala
25.	Orissa	4	Puri, Joshipur, Gopalpur-on-Sea, Koraput
26.	Goa	2	Panaji, Padam Mapusa
27.	Sikkim	1	Namchi
	Total	60	

Statement-II

A-Youth Hostels Under Construction

S.No.	Name of State/UT	Location of Youth Hostel(s)
1.	Uttar Pradesh	Allahabad, Lucknow, Ranikhet
2.	West Bengal	Bakkhali, Kaikhali
3.	Orissa	Bhubaneshwar
4.	Karnataka	Karwar, Sogalu
5.	Andhra Pradesh	Warangal, Nagarjunasagar, Visakhapatnam
6.	Assam	Tezpur
7.	Himachal Pradesh	Manali
8.	Sikkim	Gangtok
9.	Kerala	Wayanad
10.	Maharashtra	Buldana
11.	Madhya Pradesh	Khajuraho

B–Youth Hostels Approved in Principle

(Construction yet to be started)

S.No.	Name of State/UT	Location of Youth Hostel (s)
1.	Bihar	Kishanganj
2.	Gujarat	Junagarh, Bhavnagar, Saputara, Pavagadh
3.	Jammu & Kashmir	Leh
4.	Maharashtra	Navegaon
5.	Madhya Pradesh	Indore, Gwalior, Raipur, Chitrakoot, Orcha
6.	Meghalaya	Cherapunji
7.	Rajasthan	Udaipur, Kota, Ajmer
8.	Uttar Pradesh	Bareilli, Varanasi, Ballia
9.	Tripura	Udaipur
10.	Tamil Nadu	Uthagamandalam (Ooty)
11.	Manipur	Thoubal, Bishnupur, Churachandpur
12.	Punjab	Jalandhar, Anandpur Sahib

[Translation]

Bridge Burning Deaths

2885. SHRIMATI SHEELA GAUTAM:
SHRI RAVINDRA KUMAR PANDEY:
SHRI SHIVRAJ SINGH CHOUHAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of deaths caused due to bridge burning in the country during each of the last three years till date, State/UT-wise; and

(b) the steps taken/proposed to be taken by the Union Government to check such deaths?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) Available information about the number of deaths caused due to bridge burning in the country during the last three years is given in the attached statement.

(b) 'Police' and 'Public Order' being State subjects as per the Seventh Schedule to the Constitution of India, the registration, investigation, detection and prevention of crimes is essentially the responsibility of the State Governments. However, the Central Government has, from time to time, been writing to the State Governments emphasising the need to take measures in order to check menace of crime against women. The measures suggested by the Central Government include, inter alia, appointment of Dowry Prohibition Officers, setting up of Women Cell in police stations, wider recruitment of women police officers and gender sensitisation training to police personnel. The Central Government has also been stressing upon the State Governments the need to ensure implementation of the existing laws, both in letter and spirit, and to bring about an awareness in the general public about the law/instructions regarding anti-dowry and other connected matters. The Central Government has also been modifying and amending the existing laws with a view to making them more stringent. The media is being used to project the positive role of women in society.

Statement

Incidence of Dowry Death by Burning During 1997-1999

Sl. No.	State/UTs	Murder for Dowry -By Burning (Sec. 302 IPC) 1997	Dowry death -By Burning (Sec. 304B IPC) 1997	Murder for Dowry -By Burning (Sec. 302 IPC) 1998	Dowry death -By Burning (Sec. 304B IPC) 1998	Murder for Dowry -By Burning (Sec. 302 IPC) 1999	Dowry death -By Burning (Sec. 304B IPC) 1999	Fig. are upto the month 1999
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	46	105	42	128	53	110	Dec. 1999
2.	Arunachal Pradesh	0	1	1	0	0	0	Sep.
3.	Assam	2	6	0	3	0	5	Dec.
4.	Bihar	45	106	74	211	NA	NA	NA
5.	Goa	0	1	0	1	0	0	Dec.
6.	Gujarat	20	25	31	29	20	31	Dec.
7.	Haryana	4	74	7	93	2	116	Dec.
8.	Himachal Pradesh	1	1	1	4	0	0	Dec.
9.	Jammu & Kashmir	0	0	0	0	0	0	Nov.
10.	Karnataka	15	36	22	45	12	63	Dec.
11.	Kerala	0	4	0	3	2	7	Nov. (Oct.)
12.	Madhya Pradesh	33	182	13	150	33	156	Dec.
13.	Maharashtra	57	120	73	125	53	76	Dec (Aug, Sep, Nov)
14.	Manipur	0	0	0	0	0	0	Dec.
15.	Meghalaya	0	0	0	0	0	0	Sep.
16.	Mizoram	0	0	0	0	0	6	Dec.
17.	Nagaland	0	0	0	0	0	0	Dec.
18.	Orissa	6	9	9	22	7	3	Oct.
19.	Punjab	5	78	9	78	8	68	Dec.
20.	Rajasthan	12	115	28	108	3	94	Dec.
21.	Sikkim	0	0	0	0	0	0	Dec.
22.	Tamil Nadu	7	48	26	51	8	65	Dec.
23.	Tripura	0	3	0	3	0	0	Dec.
24.	Uttar Pradesh	238	506	197	676	310	609	Dec.
25.	West Bengal	7	76	2	69	4	68	Dec.
	Total (States)	498	1496	535	1799	515	1477	

1	2	3	4	5	6	7	8	9
26.	A&N Islands	0	1	0	0	0	0	Dec.
27.	Chandigarh	0	2	0	4	1	0	Dec.
28.	D&N Haveli	0	0	0	0	0	1	Dec.
29.	Daman & Diu	0	0	0	0	0	0	Nov. (Aug.)
30.	Delhi	7	77	3	56	14	48	Dec.
31.	Lakshadweep	0	0	0	0	0	0	Dec.
32.	Pondicherry	0	1	0	1	0	3	Dec.
	Total (UTs)	7	81	3	61	15	52	
	Total (All India)	505	1577	538	1860	530	1529	

Souce: Monthly Crime Statistics
Note: Figures are provisional, Bracketed Month name indicate non-availability.
N.A. stands for Not Available.

[English]

Corruption in D.D.A.

2886. SHRI ABDUL RASHID SHAHEEN:
SHRI SHRIPRAKASH JAISWAL:
SHRI VIJAY GOEL:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Delhi Development Authority has failed to succeed in curbing corruption;

(b) if so, the reasons therefor;

(c) the number of officers found involved in corruption and the number out of them have not been punished during the last three years till 31 December, 1999;

(d) whether the Government propose to review the functioning of Vigilance Branch of Delhi Development Authority; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) No, Sir.

(b) The DDA have adopted three pronged strategy viz. preventive, detective and punitive to curb corruption in the organisation. To maintain integrity in the organisation instructions regarding anti-corruption measures issued by the Department of Personnel and Training and Central vigilance Commission are being scrupulously followed.

(c) During the last three years 19 officials of DDA were trapped by CBI and Anti-Corruption Branch (ACB), Government of Delhi. The cases of these individuals are being pursued by CBI and ACB.

(d) and (e) Functioning of Vigilance branch of DDA is regularly reviewed by the Ministry of Urban Development and Central Vigilance Commission.

Allotment of DDA Shops

2887. SHRI SHEESH RAM SINGH RAVI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi Development Authority has offered to allot built-up shops/Stalls on free hold basis to scheduled casts and scheduled tribes, freedom fighters, ex-servicemen and physically handicapped;

(b) if so, the number of shops/stalls allotted so far, category-wise and the number of shops and stalls still lying unallotted and the time by when these are lying vacant; and

(c) the reasons for not including the retired Government servants in the list of preferred persons?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir. In each year, out of total shops/stalls made available for disposal, certain percentage thereof are allotted to the members of SC/ ST, Physically Handicapped, Freedom Fighters, Ex-Servicemen, etc. by way of computerised draw of lots and the percentage of reservation is as under:

(i)	SC/ST	25%
(ii)	Freedom Fighters	1%
(iii)	Ex-Servicemen	2%
(iv)	Physically Handicapped	5%

(b) The DDA has reported that the shops/stalls are being allotted on free-hold basis from the year 1999. Prior to this, the shops were allotted on lease-holds basis. A statement showing the total number of shops allotted on free-hold basis during the year 1999, to these categories is enclosed.

There is no backlog of allotment to these categories.

(c) DDA has reported that reservation is only provided to socially disadvantaged classes. Retired Government servants do not fall into this category.

Statement

S.No.	Category	No. of Shops	
		Reserved	Allotted
1.	SC/ST	106	106
2.	Physically Handicapped	21	21
3.	Freedom Fighter	4	4
4.	Ex-Servicement (*)		
	(i) By Draw of Lots	4	4
	(ii) By way of Tender	4	No Tender Received

(*)The allotment in 2% quota fixed for Ex-Servicemen is further sub-divided into 1% by way of allotment through computerised draw of lots among the applicants below the rank of JCO, and 1% by way of tender among them without any rank restriction.

Malaria Cases

2888. SHRI P. KUMARASAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government are aware that Chennai records the largest number of malaria cases among all the metropolitan cities of South and South East Asia;

(b) if so, whether it is a fact that though Chennai is the epicentre of the transmission of malaria in Tamil Nadu; and

(c) if so, the steps taken by the Government to tackle malaria in Chennai?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) As per reports received from the State Health Authorities, Chennai recorded maximum number of Malaria cases amongst all the Metropolitan cities in the country during 1996, 1997 and 1998.

The main urban vector *Anopheles stephensi*, which is responsible for transmission of Malaria is prevalent in Chennai. These vector species breed in over-head tanks, cisterns, construction sites, underground tanks, unused wells, etc. Besides, due to irregular water supply people resort to strong water which further lead to increase in Vector density.

(c) The Control measures undertaken to tackle Malaria in Chennai include:

(1) Intensification of treatment of the patients through hospitals, dispensaries and Malaria clinics.

(2) Intensified anti-larval operations at weekly intervals.

(3) Source reduction by filling up low lying areas, emptying of water containers once a week.

(4) Intensified IEC activities to create public awareness for prevention of Malaria and mosquitogenic conditions.

(5) Spraying of Pyrethrum Extt. 2% to kill the infective mosquitoes as per Modified Plan of Operations.

The Government of Tamil Nadu is seized of the Malaria problem in Tamil Nadu and Chennai in particular and has undertaken appropriate measures for its containment.

The Directorate of National Anti Malaria Programme (NAMP) has also released Rs. 21 lakhs to Chennai Municipal Corporation for carrying out IEC activities for creating public awareness for prevention and control of Malaria.

[Translation]

Action Plan for Terrorism/Naxalism Affected States

2889. SHRI P.R. KHUNTE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government have made any action plan for the security of life and property of the terrorism/ naxalism affected remote areas having no police force/ assistance;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) 'Public Order' and 'Police' being State subjects, it is for the concerned State Governments to devise various measures and take concrete steps in this regard. Central Government has been assisting them in their efforts in this connection and regularly sensitising all the State Governments and concerned agencies regarding terrorist/ naxalite activities. Intelligence is shared on continuous basis and support is provided by way of financial assistance under the Scheme for Modernisation of State Police Forces and scheme for reimbursement of Security Related expenditure. Central Government also provides para military forces on need basis. In order to prevent infiltration border fencing and flood lighting has been undertaken along stretches of Indo-Pakistan and Indo-Bengladesh borders, besides intensive patrolling.

However, Government of Jammu and Kashmir has a scheme of Village Defence Committees to help tackle the militancy in the State. As per available information institutions in the form of Village Guards also exist in two districts of Nagaland.

[English]

National Literacy Mission

2890. SHRI A. NARENDRA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount sanctioned under National Literacy Mission for its post literacy programme in Phase-I and total literacy drive of Phase-II and III;

(b) whether various districts in Andhra Pradesh and other States yet to be provided the funds sanctioned by the National Literacy Mission;

(c) if so, the details thereof; and

(d) the maner in which the amount is likely to be spent and the total literacy proposed to be achieved in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) The Total budget allocated for National Literacy Mission during current financial year is Rs. 110.00 crores. Out of this Rs. 65.00 crores has been provided for literacy schemes.

(b) and (c) Funds for the Total Literacy Campaigns and Post Literacy Campaigns are sanctioned project-wise and first instalment amounting to 50% of National Literacy Mission's share is released immediately. The second instalment is released depending upon the physical and financial progress.

In regard to Continuing Education Programme, funds are released after settlement of accounts of Total Literacy Campaigns and Post Literacy Programmes.

In Andhra Pradesh, 16 districts have already been released funds under the Scheme of Continuing Education. The release of funds to 4 districts which have been pending for want of settlement of accounts, are under way.

(d) The sanctioned amount is required to be spent on the activities contained in the approved project. The goal of the National Literacy Mission is to attain a sustainable threshold level of 75% literacy by the year 2005.

[Translation]

Hindi Advisory Committee

2891. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the golden jubilee year of official language Hindi is being celebrated;

(b) if so, the details thereof indicating the publications, likely to be brought out on this occasion;

(c) if not, the reasons therefor;

(d) whether the Hindi Advisory Committee has been constituted under the Ministry;

(e) if so, the composition thereof;

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

(g) the extent to which the use of Hindi is being promoted in the department?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (c) The Golden Jubilee year of official language Hindi was celebrated on 9th December, 99 in which officials were awarded. "Vigyan Garima Sindhu" and "Samyak Bhasha Hindi ke Pachas Varsh" Journals are being published.

(d) to (g) Hindi Advisory Committee is being re-constituted. Hindi is being promoted by organising various competitions, by awarding and addressing officials of the Ministry to the possible extent.

[English]

Violence Against Women

2892. SHRI K.P. SINGH DEO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are contemplating any steps to sharpen the existing codes to curb violence against women and their rights; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) and (b) The National Commission for Women, which has a mandate to examine laws concerning constitutional and legal safeguards for women, has been advised to review 39 Central legislations affecting women. The National Commission for Women has made recommendations for amendment of 12 women related Acts, as per Statement attached. These have been sent to the concerned Ministries/Departments. The Government of India has also decided to set up a Task Force to review all existing legislations relating to women.

Statement

List of existing women related legislations recommended for amendments by the National Commission for Women

1. The Commission of Sati (Prevention) Act, 1987
2. Dowry Prohibition Act, 1961
3. The Indecent Representation of Women (Prohibition) Act, 1986
4. The Immoral Traffic (Prevention) Act, 1956
5. Medical Termination of Pregnancy Act, 1971
6. Child Marriage Restraint Act, 1929
7. Family Courts Act, 1984
8. Foreign Marriage Act, 1969.
9. Guardians and Wards Act, 1890
10. Indian Succession Act, 1925
11. Married women's Property Act, 1974
12. Hindu Marriage Act, 1957

Disruptive Activities

2893 SHRI HOLKHOMANG HAOKIP: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of incidents of disruptive activities by various anti-national groups in North-Region during the last three years, till-date;

(b) the number of persons including Government personnels killed by such extremist group in North Eastern Region;

(c) the number of guilty persons apprehended; and

(d) the details of the action being taken by the Government against such anti-national groups?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (c) During 1997, 1998, 1999 and 2000 (upto February), militant groups in the North East were responsible for 5527 incidents in which 3134 persons were killed. 4148 militants were arrested during this period.

(d) Steps taken by the Government to combat militancy in the North East include, *inter alia*, deployment of Central Para Military Forces and Army; improved coordination and sharing of intelligence between the security forces; modernisation/upgradation of State Police forces; reimbursement of security related expenditure; sanction of Special Central Assistance to the State Governments; declaration of the most seriously affected areas as 'disturbed areas' and notification of the major insurgent groups as unlawful associations'. The situation is also kept under watch and is reviewed from time to time for taking appropriate action.

Infiltration

2894. SHRIMATI SHYAMA SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are aware that a large number of Afghanis and Talibanese are infiltarating in India through Nepal and Bangladesh and mixing with Muslim families in the country;

(b) if so, whether the Afghanis and Talibanese who are illegally entering India are developing contacts with ISI agents and posing threat to the integrity of the country; and

(c) if so, the immediate steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) There have been occasional reports of Afghan nationals trying to enter India via Nepal using false travel documents. There is, however, no information about the large scale infiltration of Afghan nationals and Taliban elements through Nepal and Bangladesh and their mixing with Muslim families in the country.

(c) The Government have adopted a multi-pronged approach comprising of deployment of Central Para Military Forces, setting up of Border Observation Posts, erection of fencing/flood lighting in vulnerable areas along Indo-Pak and Indo-Bangladesh borders, gearing up of intelligence machinery for prompt sharing of intelligence among concerned agencies and provision of specialised equipments like Night Vision devices to the forces for greater vigilance along the International Borders of the country to check infiltration and other subversive activities. Measures have also been taken to enhance cooperation with Nepal, particularly with regard to implementing effective border management. The concerned agencies of the two Governments remain in regular touch. There are also bilateral institutional mechanisms for developing cooperation on security measures and to address these concerns. Both sides have agreed to take well coordinated measures, including steppping up vigil along the contiguous border districts of India and Nepal to prevent misuse of the open Indo-Nepal border. Policing on Indo-Nepal border has also been intensified and strengthened.

Illegal Pak Immigrants

2895. SHRI AVTAR SINGH BHADANA:
SHRI SHEESH RAM SINGH RAVI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistani nationals keep on stayng in the country without extending the visa;

(b) if so, the reasons for these nationals to stay illegally and the steps proposed to be taken to plug all loopholes in this regard;

(c) whether several Pakistani nationals often indulge in petty crimes to prolong their stay in India and the courts of law give them bail to try them for their crimes;

(d) if so, the reasons for giving them the same treatment as the Indians;

(e) whether it has also come to the notice of the Government that most of the cases take several years in the court and most of them use their stay to develop contacts in the underworld who can be trusted with carrying out the ISI plans;

(f) if so, the number of such Pakistani nationals whose cases are pending in the Indian Courts and since when; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to

(g) A number of Pak nationals stay back without getting their visa extended, on account of various factors, such as family ties, or, better economic conditions in India, and, threat or persecution of persons belonging to minority communities in Pakistan, etc. A few overstaying Pak nationals, on receipt of Leave India Notices, file petitions in Courts of Law, for prolonging their stay in India. The State Governments and UT Administrations are competent to defend these cases under the powers entrusted to them under the Passport (Entry into India) Act 1920, Foreigners Act, 1946, and the Rules and Orders issued thereunder. As such, the data about such cases filed by Pak nationals are not available centrally. The Government of India are also not aware of any instances of any such Pak nationals indulging in petty crimes to prolong their stay in India. The possibility of some of such Pak nationals having links with the ISI, cannot be ruled out. In order to sensitise all the State Governments and UT Administrations, administrative instructions are issued to them from time to time to launch special drives to detect and deport them.

Emergency Health Care Scheme

2896. SHRIMATI RANEE NARAH:
SHRI Y.S. VEVEKANANDA REDDY:

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

(a) whether the Government have decided to work out a National Scheme for Emergency Health Care;

(b) if so, the details thereof;

(c) whether this Scheme is likely to be provided zero delay treatment in the cases of emergency patients in any corner of the country;

(d) whether the Government propose to include private sector in this scheme;

(e) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N. T. SHANMUGAM): (a) to (f) Government of India, Ministry of Health and Family Welfare has proposed to take up pilot projects to augment and upgrade the Accident and Emergency Services in selected State Government hospitals which fall in most accident prone areas of National Highways. all State & UT Governments have been requested to select one town/city located on a National Highway and prepare a project for up-gradation and strengthening of Emergency facilities of a State sector hospital for consideration of financial assistance.

Recently, a workshop was held by JIPMER, Pondicherry titled "Evolving strategies for the National Programme on Emergency Medical Care". The draft proposal circulated as the agenda papers in the Workshop is being examined.

At this stage Government is not sure how much time it will take in its implementation.

[Translation]

Sports/Youth Activities

2897. SHRI THAWAR CHAND GEHLOT: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the names of the sports competitions alongwith their venues at national and inter-state level organised in the country by the department or sports institutions controlled by them during 1997-98, 1998-99 and 1999-2000;

(b) the number of players who participated in the said competitions alongwith the amount spent thereon; and

(c) the details of activities of sports, youth clubs during the above period, State-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) to (c) The information is being collected and it will be laid on the Table of the House.

[English]

Offences Relating to Marriages

2898. DR. V. SAROJA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any move to review the provision of offences relating to marriages with a view to make them logicable and non-bailable and also to end discrimination against women;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (c) Section 493 to 498 of the Indian Penal Code, 1860 pertain to offences relating to marriage. The offence under section 493 is non-bailable whereas offences under other sections aforesaid are bailable.

The Law Commission of India, after a comprehensive review of the Indian Penal Code, 1860, has recmmended, inter alia, some amendments in regard to provisions pertaining to offences relating to marriage. Since the Criminal Law is on the Concurrent List of the Constitution of India and is administered by the State Governments, the Law Commission's Report has been referred to them for their views.

Package for Surrendered Naxalites

2899. SHRI RAMANAIDU DAGGUBATI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government propose to announce package for surrendered naxalites;

(b) if so, the details thereof; and

(c) the measures proposed to be taken to provided them jobs for sustenance?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) Government has drafted a Surrender Policy for Left Wing Extremists and has circulated it among the concerned States for eliciting their views. The primary objective of the policy is to contain the Left Wing Extremist violence by weaning away the misguided youth and able bodied men and women who have drifted to the extremist fold and to bring them back to the main stream.

[Translation]

Complaints Against Delhi Police

2900. SHRI RAJ NARAIN PASSI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Police/Durvyavahar Ke Khilaf Chhatron Ne G.T. Road Jaam Ki" appearing in 'Danik Jagran' dated 18th December, 1999;

(b) if so, whether the Government have received the investigation report in this regard;

(c) if so, the action taken or proposed to be taken by the Government thereon;

(d) the number of complaints received by the Government or Delhi Police against the misbehaviour of Police so far during the last three years; and

(e) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGR RAO): (a) to (c) Yes, Sir. However, Delhi Police have reported that though some students of Shyam Lal College, Delhi gathered at G.T. Road to protest against the rustication of a student of the college, they did not block the movement of traffic. Delhi Police have also not received any formal complaint against any police official for misbehaviour which could have been enquired into.

(d) The number of such complaints received by Delhi Police during the last three years is follows:

Year	Number of complaints
1997	45
1998	74
1999	89

(e) The action taken against the delinquent police officials is indicated in the attached statement.

Statement

Sl. No.	Action taken	Number of Police Officials		
		1997	1998	1999
1	2	3	4	5
1.	Warning	04	02	—
2.	Advisory Memorandum	—	01	—
3.	Displeasure	01	—	—

1	2	3	4	5
4.	Transfer to Non-sensitive assignment	04	03	04
5.	Censure	04	03	—
6.	Major Punishment awarded	01	—	—
7.	Show Cause Notice (Under Process)	—	—	06
8.	Departmental Enquiry (Under Process)	—	03	07
9.	Criminal case registered	01	—	—

[English]

Combination of Anti-TB Drug and Vitamin

2901. SHRI A.P. JITHENDER REDDY:
DR. BALI RAM:

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

(a) whether combination of Anti-TB drug and vitamin has been declared health hazard;

(b) if so, the reasons for selling it in the country;

(c) whether any enquiry has been conducted in this regard;

(d) if so, the outcome thereof; and

(e) the action being taken by the Government against the responsible officials?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) The fixed dose combination of vitamins with anti TB drugs, except the combination of Isoniazide, an anti TB drug, with vitamin B-6, were banned for use in the country on grounds of irrationality with effect from 23.7.1983. Use of vitamin B-6 has been permitted in anti-TB formulations containing Isoniazide to prevent neuritis during the treatment of TB. However, this combination is not used in the National TB Control Programme.

(c) to (e) Do not arise in view of (a) & (b) above.

Ayurvedic Colleges

2902. SHRI TEJVEER SINGH CHAUDHARY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Ayurvedic colleges at present, State-wise;

(b) whether the Government propose to open Ayurvedic colleges in the country during 2000-2001;

(c) if so, the details thereof, location-wise; and

(d) the time by which these colleges are likely to be opened?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) At present, there are 185 Ayurvedic colleges in the country. State-wise details of these colleges are given in the statement enclosed.

(b) to (d) The decision to open new Ayurvedic colleges rests with the concerned State Governments, who are guided by various factors including the need for more colleges and the availability of resources for establishing the infrastructure prescribed by the Central Council of Indian Medicine.

Statement

State-wise details of Ayurvedic colleges:-

Sl. No.	Name of the State	No. of Ayurvedic College
1	2	3
1.	Andhra Pradesh	04
2.	Assam	01
3.	Bihar	11
4.	Delhi	01
5.	Goa	01

1	2	3
6.	Gujarat	10
7.	Haryana	05
8.	Himachal Pradesh	01
9.	Jammu & Kashmir	01
10.	Karnataka	47
11.	Kerala	05
12.	Madhya Pradesh	08
13.	Maharashtra	49
14.	Orissa	06
15.	Punjab	11
16.	Rajasthan	04
17.	Tamil Nadu	04
18.	Uttar Pradesh	14
19.	West Bengal	02
	Total	185

Implementation of ACP Scheme

2903. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Assured Career Progression Scheme as recommended by Fifth Pay Commission has been fully implemented in C.G.H.S.;

(b) if so, the criteria adopted for the same, category-wise, separately;

(c) if not, the reasons therefor; and

(d) the time by which the same is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Assured Career Progression Scheme has been implemented in CGHS, Kanpur, Jabalpur, Meerut, Ahmedabad, Mumbai, Hyderabad, Lucknow, Trivandrum, Pune, Jaipur, Chennai, Allahabad and Calcutta, except for the category of Asstt. Store Superintendent in CGHS, Allahabad, Ahmedabad, Calcutta, Chennai, Delhi, Hyderabad, Jaipur, Kanpur, Lucknow, Meerut, Nagpur, Pune and Mumbai and pharmacist Grade I in Delhi for which clarification is awaited from D.O.P.T.

The information from CGHS, Bhubaneshwar, Bangalore and Patna is awaited.

No employee is eligible in CGHS Ranchi and Guwahati.

(b) The criteria has been adopted for implementation of Assured Career Progression Scheme as per Department of Personnel & Training O.M. No. 3554/1/97-Estt (D) dated 9.8.99.

(c) and (d) As soon as clarification is received from the D.O.P.T. the pending cases will be decided.

Revision of Scales of AICTE Teachers

2904. SHRI G. PUTTA SWAMY GOWDA:
SHRI A. VENKATESH NAIK:

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

(a) whether Engineering College Teachers in Karnataka have decided to boycott the examinations unless the demand of granting of revised All India Council of Technical Education Pay scale is fulfilled;

(b) if so, whether the State Government has shown its inability to take any decision in the absence of guidelines by the Union Government in regard to implementation of revised scales of teachers in Engineering, Polytechnics and other colleges;

(c) if so, the reasons for not issuing the guidelines by the Union Government;

(d) the steps proposed to be taken by the Union Government in this regard;

(e) whether the Government has agreed to release its share to the State Government to implement the said pay scales; and

(f) if so, the amount released so far during 1999-2000?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) Yes, Sir. The State Government has already implemented the revised pay scales in Government/aided university and engineering colleges.

(c) and (d) Govt. of India has approved guidelines in respect of teachers in degree level engineering and other colleges. The approved guidelines for technical teachers have been communicated to AICTE for further action. Guidelines regarding polytechnics have already been conveyed to all State Governments by the AICTE.

(e) and (f) Yes Sir. So far an amount of Rs. 700.78 crores has been released.

[Translation]

Family Planning Progremmes in M.P.

2905. SHRIMATI JASKAUR MEENA:
SHRI RAMANAIDU DAGGUBATI:
SHRI P.R. KHUNTE:
SHRI BRIJ BHUSHAN SHARAN SINGH:
SHRI PUNNU LAL MOHALE:

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

(a) the States showing outstanding achievements in the implementation of family planning programmes during the last three years;

(b) whether all the schemes of family planning programmes have failed to achieve its target so far;

(c) if so, the steps proposed to be taken by the Government for implementation of the family planning programme in all the States successfully during the Ninth Five Year Plan;

(d) whether the Government have implemented family planning programmes in Madhya Pradesh successfully; and

(e) if so, the number of families covered under this programme?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The main objective of Family Welfare Programme has been to stabilise population at a level consistent with the need of national development. Stability of population is measured with Total Fertility Rate (TFR) being equal to or less than 2.1. Statewise position is shown below:

Sample Registration System (SRS) Estimates:

	1995	1996	1997
Kerala	1.8	1.8	1.8
Tamil Nadu	2.2	2.1	2.0
Nagaland	—	—	1.5
Goa	—	—	1.0
Delhi	—	—	1.6

(b) No, Sir.

(c) Does not arise.

(d) and (e) Family Planning has been implemented in all the States/Union Territories in the country including the State of Madhya Pradesh. In Madhya Pradesh, there has been decline in both Birth Rate and Total Fertility Rate during the last three years. (CBR of Madhya Pradesh was 32.3, 31.9 and 30.6 during 1996, 1997 and 1998 respectively and TFR was 4.2, 4.1 and 4.0 during 1995, 1996 and 1997 respectively as per sample Registration System (SRS) estimates).

6.5 million eligible couples out of 13.9 million eligible couples have been effectively protected by one or the other method of Family Planning in Madhya Pradesh as on 31st March, 1999.

New Education System

2906. SHRI SUKDEO PASWAN:
SHRI SHANKERSINH VAGHELA:
SHRI RAGHUNATH JHA:

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

(a) whether a change is necessitated in the existing education system in view of the future challenges and for the creation of maximum employment avenues in the information technology sector;

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

(c) the details of the steps taken/proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (c) The National Policy on Education (NPE), 1986 which is based on an

in-depth review of the educational situation and a national consensus, enunciates a comprehensive framework to guide the development of education in its entirety. The framework continues to be relevant.

The NPE accords priority to vocationalisation of education to enhance individual employability and to reduce the mismatch between the demand and supply of skilled manpower. The Centrally Sponsored Schemes of Vocationalisation of Secondary Education and Computer Literacy and Studies in Schools were introduced to meet this objective. Government recognises the potential of Information Technology (I.T.) for rapid and all round national development. Measures envisaged to integrate information technology with education include revision of curricula, restructuring of courses, increased intake in I.T. related institutions and establishment of new institutes of Information Technology. It is expected that these steps would maximise employment opportunities in the I.T. Sector.

Integrated Education Scheme for Disabled Children

2907. DR. LAXMINARAYAN PANDEYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount allocated by the Union Government to Madhya Pradesh for the disabled children under the integrated education scheme during each of the last three years; and

(b) the details of utilisation of the amount by the State?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) The amounts sanctioned by the Government of India to the State Government of Madhya Pradesh for implementation of the Centrally Sponsored Scheme of Integrated Education for Disabled Children during each of the last three years namely 1996-97, 1997-98 & 1998-99 are Rs. nil, Rs. 117.74 lakhs & Rs. 120.77 lakhs respectively.

(b) The State Government has reported utilisation of funds released upto the end of the financial year 1997-98. However the details of utilisation for the year 1998-99 have not been received yet.

Setting up of Special Courts

2908. DR. SUSHIL KUMAR INDORA:
SHRI ARUN KUMAR:
SHRI VILAS MUTTEMWAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are contemplating the proposal to constitute a separate Judicial set up to expedite the disposal of cases against the persons accused of terrorist activities;

(b) if so, the details thereof;

(c) the number of such cases pending with the Government;

(d) whether the Government are contemplating to constitute a similar judicial set up to expedite the disposal of corruption cases against the officials on high administrative posts;

(e) if so, the details thereof; and

(f) the time by which a final decision for setting up of such judicial court is likely to be taken up by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) Cases against persons accused of terrorist activities under the erstwhile TADA (P) Act, 1987 are being tried in Designated TADA Courts. After the lapse of TADA (P) Act, 1987 in 1995 cases involving terrorist activities are being tried by normal courts.

(c) A 'Public order and Police' are state subjects, these statistics are not maintained by the Central Government.

(d) to (f) Cases under the Prevention of Corruption Act are tried by Special courts.

[English]

Blindness

2909. SHRI MOHAN RAWALE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether blindness prevention campaign is being run at war footing from several years in the country;

(b) whether the objectives of this campaign has not been completely achieved;

(c) if so, the reasons therefor;

(d) whether a large number of persons lost their eye sight due to sub-standard medicines, and lack of adequate medical care; and

(e) if so, the remedial action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The National Programme for Control of Blindness is an on going Scheme being implemented throughout the country since 1976.

(b) and (c) The objective of reducing prevalence level to 0.3% has been partially achieved due to non-availability of eye surgeons in backward areas of the States, inadequate infrastructure such as operation theatres, equipments, lack of awareness about services etc.

(d) and (e) No, Sir. Very few episodes of unfaiourable outcomes have been reported from the States, which are negligible when compared to the fact that over 30 lakh operations are being performed in a year. To reduce any mishaps, monitoring of the programme is being strengthened through strict compliance of technical guidelines, emphasis on institutional surgery rather than eye camps etc.

Navodaya Vidyalayas

2910. SHRI C. SREENIVASAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Tamil Nadu has not been provided with the Navodaya Vidyalayas;

(b) if so, the reasons therefor;

(c) the number of more Navodaya Vidyalayas proposed to be opened in the country during the Ninth Five Year Plan, State-wise; and

(d) the amount earmarked for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) Yes, Sir. The scheme of Navodaya Vidyalayas has not yet been accepted by the Government of Tamil Nadu.

(c) and (d) It is endeavoured to establish 94 JNVs during the 9th Plan period bringing the total coverage to 482 districts by opening JNVs, one in each district of the country, subject to receipt of suitable offers of land and temporary accommodation as per norms, from the concerned State Government. The State-wise detail of uncovered districts, including newly created districts, is given in the enclosed Statement. An amount of Rs. 243.15 Crores has been earmarked for this purpose during the Ninth Five Year Plan.

Statement

State-wise Detail of Districts Including the newly created Districts yet to be covered under Navodaya Vidyalaya Scheme

S. No.	Name of State	Number of Districts
1.	Andhra Pradesh	01
2.	Arunachal Pradesh	05
3.	Assam	03
4.	Bihar	07
5.	Delhi	10
6.	Gujarat	09
7.	Haryana	04
8.	Himachal Pradesh	01
9.	Karnataka	05
10.	Kerala	02
11.	Madhya Pradesh	16
12.	Maharashtra	11
13.	Manipur	01
14.	Meghalaya	01
15.	Mizoram	04
16.	Nagaland	04
17.	Orissa	14
18.	Punjab	05
19.	Rajasthan	02
20.	Sikkim	01
21.	Tripura	01
22.	Uttar Pradesh	28

[Translation]

Foeticide

2911. SHRI SATYAVRAT CHATURVEDI:
SHRI THAWAR CHAND GEHLOT:

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

(a) whether the attention of the Government has been drawn to the news item captioned "Lakshmi Ki Kilkari Maut Ke Sannate Mein Dubone Vala Hamara Sabhya Samaj" appeared in the Daily "Rashtriya Sahara" dated December 11, 1999;

(b) if so, the number of incidents of Foeticide brought to light during the last three years;

(c) the number of Foeticide cases registered, State-wise;

(d) the steps taken by the Government to frame any law to check the Foeticide which reduce the percentage of women; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The Government is aware of the news item under caption "Lakshmi Ki Kilkari Maut Ke Sannate Mein Dubone Vala Hamara Samaj" which appeared in the Rashtriya Sahara dated 11th December, 1999.

(b) and (c) States/UT wise incidence of Foeticide during 1997, 1998 and 1999 is given in the enclosed statement.

(d) and (e) With a view to regulate and prevent the misuse of modern pre-natal diagnostic techniques, which often follows, detection and selective abortion of female foetus, the Pre-natal Diagnostic Techniques (Regulation and Prevention of Misuse) Act, 1994 has been enacted, in the country, with effect from 1st January, 1996. Disclosure of the sex of the foetus is strictly prohibited under this Act.

Statement

Incidence of Foeticide During 1997 to 1999

Sl. No.	State/UT	1997	1998	1999	Fig. of 1999 are Upto the month of
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	3	Dec.
2.	Arunachal Pradesh	1	0	0	Sep.
3.	Assam	0	0	0	Dec.
4.	Bihar	4	2	NA	NA
5.	Goa	0	0	0	Dec.
6.	Gujarat	0	1	7	Dec.
7.	Haryana	3	12	9	Dec.
8.	Himachal Pradesh	1	1	1	Dec.
9.	Jammu & Kashmir	0	1	1	Nov.
10.	Karnataka	0	0	0	Dec.
11.	Kerala	0	0	0	Nov. (Oct.)
12.	Madhya Pradesh	21	12	17	Dec.
13.	Maharashtra	19	25	6	Dec. (Aug, Sep, Nov.)
14.	Manipur	0	0	0	Dec.
15.	Meghalaya	0	0	0	Sep.

1	2	3	4	5	6
16.	Mizoram	0	0	0	Dec.
17.	Nagaland	0	0	0	Dec.
18.	Orissa	0	0	0	Jul.
19.	Punjab	0	2	3	Dec.
20.	Rajasthan	3	4	3	Dec.
21.	Sikkim	0	0	0	Dec.
22.	Tamil Nadu	0	0	0	Dec.
23.	Tripura	0	0	0	Dec.
24.	Uttar Pradesh	0	0	0	Dec.
25.	West Bengal	0	0	0	Dec.
	Total (States)	52	60	50	
26.	A & N Islands	0	0	0	Dec.
27.	Chandigarh	2	0	0	Dec.
28.	D & N Haveli	0	0	0	Dec.
29.	Daman & Diu	0	0	0	Nov. (Aug.)
30.	Delhi	3	2	0	Dec.
31.	Laksadweep	0	0	0	Dec.
32.	Pondicherry	0	0	0	Dec.
	Total (UTs)	5	2		
	Total (All India)	57	62	50	

Source: Monthly Crime Statistics, (NCRB)
Note: 1. Fig. are provisional
2. NA stand for not available.
3. Bracketed month in column 6 are missing.

[English]

Bodo Agitation

2912. SHRI ABDUL HAMID: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are aware that due to Bodo Agitation and Communal disturbances, a large number of Non-Bodo people including the Muslims and Adivasis became victims of the agitation and taking shelter at various camps at Kokrakhar and bongaigoan district in Assam;

(b) if so, the details thereof; and

(c) the steps taken by the Government for their livelihood and rehabilitation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (c) Information is being collected and will be laid on the Table of the House.

[Translation]

Fake Medical Degrees

2913. SHRI BRIJLAL KHABRI:
SHRI CHINMAYANAND SWAMI:
SHRI HARIBHAI CHAUDHARY:

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

(a) whether several doctors are engaged in medical practice in Delhi without having recognised medical degree, diploma or certificate;

(b) if so, the details thereof;

(c) whether any survey has been conducted in this regard;

(d) if so, the details and outcome thereof;

(e) whether the Government propose to ban on the activities of these fake doctors; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Based on the complaints received, the Govt. of NCT of Delhi and conducted 283 raids during the year 1997-98, 1998-99 through its Directorate of Health Services and identified 63 fake doctors against whom the complaints have been made to the Police for taking further necessary action.

(c) and (d) No survey has been conducted in this regard.

(e) and (f) A person cannot practice legally and system of medicine unless he possesses recognised medical qualification and is registered with the respective Councils.

[English]

Grants to Universities

2914. SHRI RAJO SINGH:
DR. SANJAY PASWAN:
SHRI ANNASAHEB M.K. PATIL:

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

(a) whether the Government have reviewed the grants approved and actually released during the ninth Plan to various universities and colloges in the States;

(b) if so, the details thereof, State-wise and Maharashtra in particular against the demand made;

(c) the details of mechanism for monitoring the utilisation of such grants;

(d) whether representations regarding inadequate grants being released by UGC from the States particularly from Maharashtra have been received; and

(e) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (e) The information is being collected and will be laid on the Table of the House.

[Translation]

Adult Literacy

2915. SHRI CHANDRAKANT KHAIRE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have provided any financial assistance to the State to launch drive for adult literacy during the last three years, State-wise;

(b) if so, the details thereof; and

(c) the norms prescribed for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) Financial assistance for Adult Education Campaigns is not provided to the State Governments. However, at district level Zilla Saksharata Samities (ZSSs) have been set up for implementing literacy programmes. The ZSS is a registered society, under the Chairmanship of District Collector inter-alia consisting of social and educational activists, persons drawn from voluntary agencies and identified district level officials.

(b) The State-wise break-up of grants released under Adult Education Programme during the last 3 years is given in the statement enclosed.

(c) The overall ceilings for Total Literacy and Post Literacy Programmes is based on per learner cost which has since been revised. The details are as follows.

Item	Pre-Revised Norms	Revised Norms
Per Learner Cost	TLC-Rs. 65 upwards PLC-Rs. 45 upwards	TLC-Rs. 90-180 PLC-Rs. 90-130

Statement

(Rs. in Lakhs)

S. No.	State	1996-97	1997-98	1998-99	Total
1	2	3	4	5	6
1.	Andhra Pradesh	1081.06	922.55	114.52	2118.13
2.	Arunachal Pradesh	20.72	3.67	—	24.39
3.	Assam	194.29	86.97	195.61	476.87
4.	Bihar	1062.52	446.98	347.39	1856.89
5.	Goa	3.32	0.56	4.61	8.49
6.	Gujarat	452.78	112.34	105.25	676.37
7.	Haryana	57.12	77.50	55.50	190.12
8.	Himachal Pradesh	49.18	112.82	63.86	225.86
9.	Jammu & Kashmir	50.47	39.02	130.04	218.53
10.	Karnataka	350.16	303.29	84.39	737.94
11.	Kerala	537.97	15.35	48.34	601.66
12.	Madhya Pradesh	548.53	439.47	636.25	1644.25
13.	Maharashtra	432.83	746.29	467.71	1646.83
14.	Manipur	20.63	17.94	25.55	64.12
15.	Meghalaya	112.46	16.85	16.00	145.31
16.	Mizoram	0.57	34.23	49.52	84.32
17.	Nagaland	56.90	32.34	27.89	117.13
18.	Orissa	310.13	196.62	206.91	713.66
19.	Punjab	135.00	211.14	42.98	389.12
20.	Rajasthan	1304.62	820.35	359.73	2484.70
21.	Sikkim	11.22	—	—	11.22
22.	Tamil Nadu	261.21	554.00	120.17	935.38
23.	Tripura	4.73	27.00	61.32	93.05
24.	Uttar Pradesh	943.27	537.23	728.37	2208.87

1	2	3	4	5	6
25.	West Bengal	728.11	502.82	1937.06	3167.99
26.	Chandigarh	41.37	20.00	57.86	119.23
27.	Delhi	158.57	173.87	32.25	364.69
28.	Pondicherry	—	18.24	—	18.24
29.	Daman & Diu	—	—	—	—
30.	Andaman & Nicobar	12.56	—	5.81	18.37
31.	Dadra Nagar Haveli	—	—	—	—
32.	Lakshadweep	4.32	—	3.21	7.53
	Total	8952.62	6488.44	5928.10	21369.16

Upgradation of Allahabad University

2916. SHRI RAMJI LAL SUMAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to give central University status to Allahabad University;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (c) The issue of conversion of Allahabad University was under consideration of Government. While taking up this issue, the Govt. had to consider similar demands of other Universities. A decision was accordingly taken to take up cases of existing state universities, which were older than 100 years, for conversion into central universities provided that State Governments also met a part of the expenditure. In the case of Allahabad University, there was no firm commitment from the State Government on the stipulated terms at that time however, the entire policy is under review and once a final decision is taken, the case of Allahabad University will be taken up in the light of that policy decision.

Sexual Offences Against Women

2917. SHRI VAIKO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether sexual offences against the women are increasing;

(b) whether large number of cases relating to sexual offences are lying pending and awaiting adjudication;

(c) if so, whether it is proposed to set up special courts to deal with such cases and especially offences against the dalits and tribal women; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) and (b) Yes, Sir. The statistical data compiled by the National Crime Records Bureau on the reported incidence of sexual offences against women and on disposal of such crimes by the courts during the years 1996 to 1998 is given in the Statement enclosed.

(c) and (d) The administration of justice in the District/ Subordinate Courts comes under the purview of the concerned State Governments and High Courts. It is the prerogative of the State Governments/High Courts to set up special courts. However, the Government of India has advised all the State Governments to set up special women courts in each district to decide the cases of crime against women.

Statement

Sl. No.	Nature of offence	No. of incidence reported during the years			Total No. of cases for tiral including pending cases			Number of cases pending trial at the end of year		
		1996	1997	1998	1996	1997	1998	1996	1997	1998
1.	Rape	14846	15330	15151	51734	55863	58861	43016	45955	48884
2.	Molestation	28939	30764	30959	92398	100654	105428	72539	78200	85176
3.	Sexual harassment (eve-teasing)	5671	5796	8054	13327	14130	16927	8656	9437	12435
4.	Immoral Traffic (Prevention) Act	7706	8323	8695	13407	12660	14308	4799	5505	6127
5.	Indecent Representation of Women (Prohibition) Act	96	73	190	625	578	625	500	499	538

White Paper on Refugees/Migrants

2918. SHRI R.L. BHATIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government are going to prepare a White Paper on the problems being faced by the refugees and migrants of Jammu and Kashmir;

(b) if so, the details thereof; and

(c) the time by which the White Paper is likely to be prepared in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) No, Sir.

(b) and (c) Does not arise.

[Translation]

Educationally Backward Districts

2919. SHRI HARIBHAI CHAUDHARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have indentified educationally backward districts in the country;

(b) if so, the details thereof, State-wise;

(c) the steps taken by the Government for the development of educationally backward districts during the Eighth Five Year Plan;

(d) whether any target has been fixed for this purpose for the Ninth Five Year Plan; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (e) No general identification of educationally backward districts has taken place. Districts where female literacy rate is below the national average are eligible for coverage under the District Primary Education Programme (DPEP) which seeks to achieve universalisation of elementary education by adopting an area specific approach with the districts as the unit of planning. During the Eighth Five Year Plan 59 districts were covered under DPEP. During the Ninth Plan the programme has been extended to 160 districts in 15 States. These districts also receive assistance under other Centrally Sponsored Schemes including Operation Black-board, National Programme for Nutritional Support to Primary Education and Total Literacy Campaigns.

Civic Amenities in Sarojini Nagar

2920. SHRI AJAY SINGH CHAUTALA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government are aware that civic amenities like street light, roads, water supply are not adequate in N.D.M.C. areas particularly in Sarojini Nagar areas etc.;

(b) if so, the details thereof; and

(c) the steps proposed to be taken by the Government to provide adequate civic amenities in NDMC areas?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) to (c) The N.D.M.C. has reported that the said civic amenities are adequately available in all its areas including Sarojini Nagar.

Nehru Yuva Kendras

2921. SHRI VIJAY KUMAR KHANDELWAL:
SHRI DINESH CHANDRA YADAV:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the amount spent by the Nehru Yuva Kendra Sangathan (NYKS) from its own resources on the youth affairs during 1995 to 1999 and till date;

(b) the percentage of amount spent on salaries, allowances and on the offices of the NYKS out of the total amount allocated to it by the Union Government and the percentage of amount provided to the youth clubs during the said period;

(c) the number of youth clubs and Mahila Mandals attached to the Sangathan and the number of Mandals which sent their quarterly report regarding their activities to the concerned districts of the Nehru Yuva Kendra; and

(d) the monitoring mechanism set up to check the misuse of funds allocated to NYKS by the Union Government?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKH DEV SINGH DHINDSA): (a) and (b) Nehru Yuva Kendra Sangathan (NYKS) gets funds from the budgetary support under NYKS scheme, and Grant-in-Aid under various other schemes of Department of Youth Affairs and Sports. NYKS also mobilies funds from other Government Department's and agencies for implementation of their programmes/schemes. The amount allocated to NYKS, amount spent by it and the percentage of amount spent on salaries, allowances and on the offices of the NYKS out of the total amount allocated to it by the Union Government and funds mobilised by NYK from other sources from 1995-96 to February, 2000 is given in the statement enclosed.

(c) At present, 1,69,444 Youth Clubs and 12,238 Mahila Mandals are affiliated to Nehru Yuva Kendra Sangathan. It has been assessed that nearly 70% of these Youth Clubs and Mahila Mandals actively participate in the activities of Nehru Yuva Kendra and also send information about their activities to the concerned districts.

(d) There is a monitoring mechanism in NYKS to monitor, evaluate and suggest corrective measures to the functionaries of NYKS on Administration, Accounts, Programmes and overall functioning. Under this mechanism, a Wing has been functioning in the headquarters of NYKS. Besides, inspection and monitoring of each NYK office is done at least once in a year and on the basis of such evaluation, corrective mesures are suggested and compliance reports taken. Periodical and surprise inspections of NYKS offices are also carried out by the supervisory officers from time to time through the Zonal Directors and Regional Coordinators.

Statement

Statement showing percentage of amount spent on Salaries, Allowances and on the offices of Nehru Yuva Kendra Sangathan (NYKS)

(Rs. in lakhs)

Sr. No. and Year		Funds allocated to NYKS by department of Youth Affairs & Sports (DYAS)			Amount spent by Nehru Yuva Kendra Sangathan (NYKS)					
		Under NYKS scheme	Under other schemes of Days	Total	On salaries & allowances	On offices of the NYKS	Total	% of col. Viii to col. V	Funds mobilised by NYKS from other Govt. Deptt. & agencies	% of col. Viii to (V + X)
1.	1995-96	1714.00	109.90	1823.90	862.00	409.00	1271.00	69.69	880.71	46.99
2.	1996-97	1736.60	80.80	1817.40	863.00	609.00	1472.00	80.99	858.26	55.02
3.	1997-98	2391.00	432.35	2823.35	1083.00	651.00	1734.00	61.42	1016.61	45.16
4.	1998-1999	3310.77	542.77	3853.54	1522.00	364.00	1886.00	48.94	1456.61	35.52
5.	1999-2000 (*upto February*)	3365.00	989.91	4354.91	1982.00	871.00	2853.00	65.51	1605.81	47.86

[English]

Allocation of Funds

2922. SHRI PRIYA RANJAN DASMUNSI: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) the allocation for urban development and poverty alleviation programme made/utilised during the Seventh, Eighth and up-to-date Ninth Plan till December, 2000, State-wise; and

(b) the steps taken by the Government to take case of the imbalances in respect of urban centres in the country, particularly in West Bengal?

THE MINISTER OF URBAN EMPLOYMENT & POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) Ministry of Urban Development has reported that three schemes namely, Infrastructure Development in Mega City, Urban Mapping and Integrated Development of Small & Medium Towns (IDSMT) are being implemented by them. Infrastructure Development in Mega City and Urban Mapping are being implemented since VIIIth Plan whereas IDSMT is being implemented since VIIth Plan. The allocation/utilisation of the funds under these programmes is reported to be as under;

Mega City Scheme (Rupees in crores)

Name of City		Allocation (Actual)	Utilisation (Released by the Min.)
Mumbai	8th plan	67.36	67.36
	9th plan	54.52	54.52
Calcutta	8th plan	67.86	67.86
	9th plan	47.90	47.90
Chennai	8th plan	55.26	55.26
	9th plan	40.74	40.74
Hyderabad	8th plan	53.49	53.49
	9th plan	41.78	41.78
Bangalore	8th plan	45.83	45.83
	9th plan	38.71	38.71
Urban Mapping Scheme			
	8th plan	7.08	7.08
	9th plan	3.91	3.91

The amount released during the 9th Plan is for the first three years of the Plan period.

Integrated Development of small and Medium Towns (IDSMT)

(Rs. in crores)

	Central assistance (Released)	Expenditure
7th plan	80.01}	
1990-91	19.10}	125.33
1991-92	13.44}	
8th plan	107.81	184.90
9th plan (till date)	79.17	173.82

Plan-wise and State-wise Central Assistance Released and Expenditure incurred in the respective Plans as reported by the State Govts. are given as statement-I.

In so far as the Ministry of Urban Employment & Poverty Alleviation is concerned, prior to 1.12.97, there were three programmes for poverty alleviation namely, Nehru Rozgar Yojana (NRY), Urban Basic Services for the Poor (*UBSP) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMIUPEP). From 1.12.97, these programmes were subsumed in a new programme called Swarna Jayanti Shahari Rojgar Yojana (SJSRY). Statements I, II, III, IV and V showing the allocations made/utilised, State-wise during the Seventh, Eighth and Ninth Plan upto December 1999 are enclosed.

(b) Under the Mega City Scheme, the Ministry of Urban Development has reported that under Mega City Scheme applicable to cities with more than 4 million population as per 1991 census, the sharing between Central and State Governments is in the ratio of 25:25 and balance 50% is to be met from Institution finance. This is applicable to all the 5 Mega Cities. The funds are allocated to the five mega cities on the basis of criteria as enclosed as statement-VI. However, State Governments may provide more funds if they so desire.

Regarding IDSMT, the Ministry of Urban Development has reported that the allocation of funds to States under IDSMT is made on proportion to the urban population living in small and medium towns of the States to that of the country. The selection and priority of towns under the scheme is vested with the respective State Govts. as per their urban strategy including West Bengal. Further towns have been classified under the scheme on the population criteria, which lays down a financing pattern. Details are enclosed as statement-VII.

In the State of West Bengal so far 68 towns have been covered under IDSMT scheme and the Central assistance amounting to Rs. 24.61 crores have been released. Town-wise details and expenditure reported is enclosed as statement-VIII.

Statement-I

Release of central assistance and expediture reported for the periods 7th & annual plans, 8th plan and 9th plan under IDSMT ITLL date

(Rs. in lakh)

S. No.	State	7th Plan & Annual plans				8th Plan	9th Plan (Till date)		
		CA released			*Expend	CA Released	Expend	CA Released	Expend'
		7th	1990-91	1991-92					
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	495.79	85.00	80.00	961.58	1409.39	1347.61	1311.49	3039.36
2.	Arunachal Pradesh	0.00	0.00	20.00	0.00	62.00	49.00	12.00	115.00
3.	Assam	149.00	65.00	65.00	0.21	145.00	336.30	66.86	152.55
4.	Bihar	514.94	47.50	15.00	351.25	241.99	183.69	20.00	444.13
5.	Goa	70.00	10.00	20.00	0.00	36.00	56.02	0.00	0.00

1	2	3	4	5	6	7	8	9	10
6.	Gujarat	445.08	80.08	75.00*	609.96	576.21	1008.86	842.19	2250.29
7.	Haryana	202.50	0.00	0.00	304.47	60.00	233.07	150.00	106.62
8.	Himachal Pradesh	1.70	0.00	20.00	0.00	75.00	90.75	88.00	309.03
9.	Jammu & Kashmir	37.82	42.50	0.00	64.53	151.50	301.04	89.00	249.95
10.	Karnataka	484.11	68.50	105.00	959.24	1266.45	745.92	559.15	1483.95
11.	Kerala	263.28	55.81	36.50	0.00	399.34	1779.59	388.41	412.08
12.	Madhya Pradesh	747.48	185.00	75.00	1063.47	744.35	1356.64	769.71	458.39
13.	Maharashtra	665.11	218.31	147.96	1471.95	1630.80	2836.97	1348.31	3273.73
14.	Manipur	68.00	54.42	15.00	11.32	168.58	388.24	30.50	143.00
15.	Meghalaya	137.00	24.60	15.00	111.51	11.00	261.38	19.60	39.30
16.	Mizoram	76.50	0.00	0.00	51.47	76.00	166.39	58.40	380.82
17.	Nagaland	72.80	26.20	44.99	140.73	45.00	189.19	9.00	45.30
18.	Orissa	260.00	178.27	60.00	253.82	412.00	1059.06	199.34	272.22
19.	Punjab	312.25	0.00	48.62	916.33	177.25	481.93	175.50	311.66
20.	Rajasthan	392.66	82.50	100.00	723.25	590.75	1740.79	441.81	774.13
21.	Sikkim	73.39	0.00	0.00	18.90	38.00	183.40	12.00	69.75
22.	Tamilnadu	829.78	279.34	126.23	1453.38	722.57	1180.11	477.66	1026.31
23.	Tripura	92.00	20.00	20.00	72.67	61.75	134.49	104.56	120.76
24.	Uttar Pradesh	741.98	198.50	135.00	1533.78	1038.00	823.34	217.00	1129.43
25.	West Bengal	622.41	135.73	100.00	1311.63	581.77	1430.56	495.46	774.05
26.	A & N Island	67.00	0.00	0.00	50.23	0.00	37.08	0.00	0.00
27.	Dadra & Nagar Haveli	70.22	0.00	0.00	16.38	5.00	0.00	12.00	0.00
28.	Daman & Diu	0.00	0.00	0.00	0.00	5.00	0.00	18.00	0.00
29.	Lakshadweep	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.01
30.	Pondicherry	108.75	28.00	20.00	80.94	50.00	78.59	0.00	—
	Total	8001.54	1910.26	1344.30	12533.00	10780.70	18490.01	7916.45	17381.82

Note: CA = Central Assistance.

* Expenditure includes 7th and Annual plans 1990-91 and 1991-92.

Statement-II

Central funds released under Nehru Rozgar Yojana

Sl. No.	Name of State/UT	Amount Released VIIth Five Year Plan 1985-90	VIIIth Five Year Plan 1992-97	IXth Five Year Plan from 1.4.97-30.11.97
1	2	3	4	5
1.	Andhra Pradesh	1055.62	2623.18	248.02
2.	Arunachal Pradesh	28.72	166.84	45.53
3.	Assam	212.94	713.31	110.97
4.	Bihar	1096.75	2172.85	178.61
5.	Goa	40.05	85.49	14.83
6.	Gujarat	886.86	899.04	76.61
7.	Haryana	198.54	554.65	59.99
8.	Himachal Pradesh	92.93	311.54	28.14
9.	Jammu & Kashmir	116.21	388.24	43.46
10.	Karnataka	982.38	1748.40	135.04
11.	Kerala	422.92	1006.15	92.88
12.	Madhya Pradesh	1341.34	2735.11	371.35
13.	Maharashtra	1205.41	2994.48	312.30
14.	Manipur	67.04	261.16	43.65
15.	Meghalaya	31.38	144.92	29.53
16.	Mizoram	36.88	124.53	31.81
17.	Nagaland	39.75	60.35	—
18.	Orissa	404.67	826.55	71.48
19.	Punjab	348.67	814.69	83.67
20.	Rajasthan	733.41	1652.17	208.28
21.	Sikkim	35.33	144.19	17.15
22.	Tamil Nadu	1133.62	3025.83	223.31
23.	Tripura	59.11	127.77	34.21
24.	Uttar Pradesh	2915.39	6851.62	519.33
25.	West Bengal	889.73	1752.38	99.39
26.	A & N Island	11.30	75.64	9.38
27.	Chandigarh	31.40	63.23	7.18
28.	D & N Haveli	8.32	45.52	5.23

1	2	3	4	5
29.	Daman & Diu	16.56	82.42	9.59
30.	Delhi	61.74	88.00	—
31.	Pondicherry	41.20	75.50	9.05
32.	Lakshadweep	18.66	0.00	0.00
	Total	14564.92	32615.75	3119.97

Statement-III

Statement showing funds Allocation/Utilised for UBSP during VIIIth and IXth Plan.

(Rs. in lakhs)

Sl. No.	Name of State/UT	Plan Holidays 1990-91, 1991-92	VIIIth Plan	*IXth Plan 1.4.1997 to 30.11.1997
1	2	3	4	5
1.	Andhra Pradesh	341.60	881.90	8.00
2.	Arunachal Pradesh	26.00	14.50	0.00
3.	Assam	40.60	65.75	0.00
4.	Bihar	299.25	519.88	0.00
5.	Goa	26.00	64.00	5.50
6.	Gujarat	164.45	322.15	50.85
7.	Haryana	44.90	113.05	8.65
8.	Himachal Pradesh	26.00	53.00	5.50
9.	Jammu & Kashmir	26.00	20.00	0.00
10.	Karnataka	290.30	467.80	0.00
11.	Kerala	128.00	293.93	48.40
12.	Madhya Pradesh	308.00	654.35	97.25
13.	Maharashtra	465.10	631.49	0.00
14.	Manipur	26.00	64.00	5.50
15.	Meghalaya	26.00	67.10	11.00
16.	Mizoram	26.00	70.60	11.00
17.	Nagaland	26.00	9.00	0.00
18.	Orissa	93.40	156.90	23.35
19.	Punjab	91.60	125.00	8.65

1	2	3	4	5
20.	Rajasthan	175.00	395.95	39.95
21.	Sikkim	26.00	47.50	5.50
22.	Tamil Nadu	434.90	794.75	189.85
23.	Tripura	26.00	61.25	11.00
24.	Uttar Pradesh	754.70	1315.33	127.90
25.	West Bengal	340.50	604.47	52.75
26.	A & N Island	22.20	56.20	0.00
27.	Chandigarh	25.20	42.45	18.30
28.	D & N Island	22.20	69.90	9.15
29.	Daman & Diu	22.20	24.15	18.30
30.	Delhi	90.20	52.65	0.00
31.	Pondicherry	23.20	31.00	5.50
	Total	4437.50	8090.00	841.85

*The scheme has been subsumed in SJSRY w.e.f. 1.12.1997

Statement-IV

Funds Released under PMI UPEP for the Year 1995-96 to 1996-97 (Eighth Five Year Plan)

(Rs. in lakhs)

Sl. No.	Name of State/UT	Central share
1	2	3
1.	Andhra Pradesh	1846.71
2.	Arunachal Pradesh	163.91
3.	Assam	580.73
4.	Bihar	1262.4
5.	Goa	148.56
6.	Gujarat	899.14
7.	Haryana	286.71
8.	Himachal Pradesh	170.21
9.	Jammu & Kashmir	264.77
10.	Karnataka	977.71
11.	Kerala	449.44
12.	Madhya Pradesh	1210.65
13.	Maharashtra	1461.51
14.	Manipur	117.08
15.	Meghalaya	81.55
16.	Mizoram	47.25
17.	Nagaland	231.83
18.	Orissa	414.71
19.	Punjab	576.85
20.	Rajasthan	953.45
21.	Sikkim	75.65
22.	Tamil Nadu	1693.38
23.	Tripura	46.82
24.	Uttar Pradesh	2469.06
25.	West Bengal	1069.92
26.	A & N Islands	80.00
27.	Pondicherry	60.00
	Total	17640.00

Statement-V

Central share Allocated/Released under Swarna Jayanti Shahari Rojgar Yojana (SJSRY) during Ninth Plan

Rs. in lakhs

Sl. No.	Name of the State	Allocated/ Released from 01.12.97 to 31.03.98	Allocated Released during 1998-99	year 1999-2000 Tentative allocation	Released upto Dec. 1999
1	2	3	4	5	6
1.	Andhra Pradesh	839.66	1364.28	1526.50	312.67
2.	Arunachal Pradesh	50.99	65.01	68.19	10.36
3.	Assam	540.38	823.08	916.57	191.07
4.	Bihar	506.09	779.22	872.36	178.40
5.	Goa	20.94	34.40	37.72	6.43
6.	Gujarat	521.86	788.28	882.58	180.62
7.	Haryana	86.87	134.79	150.79	30.69
8.	Himachal Pradesh	50.54	74.94	75.06	12.30
9.	Jammu & Kashmir	63.54	72.31	74.84	7.81
10.	Karnataka	736.46	1114.08	1246.57	253.85
11.	Kerala	202.99	377.09	421.93	150.10
12.	Madhya Pradesh	927.18	1511.77	1692.17	345.67
13.	Maharashtra	1402.22	2043.29	2310.71	469.82
14.	Manipur	122.95	191.12	211.04	44.24
15.	Meghalaya	73.24	118.45	131.76	27.30
16.	Mizoram	69.63	125.64	139.22	51.04
17.	Nagaland	53.33	84.16	94.41	18.83
18.	Orissa	223.11	360.44	403.63	82.72
19.	Punjab	68.33	135.22	151.27	53.86
20.	Rajasthan	329.91	620.52	694.64	142.00
21.	Sikkim	20.51	30.98	31.02	3.30
22.	Tamil Nadu	919.50	1479.77	1655.95	337.57
23.	Tripura	93.98	157.74	174.11	63.56
24.	Uttar Pradesh	1181.03	1988.42	2202.09	772.78
25.	West Bengal	518.64	822.00	919.87	187.51
26.	A & N Islands	72.66	116.43	118.13	45.47

1	2	3	4	5	6
27.	Chandigarh	48.42	80.98	75.88	0.00
28	D & N Haveli	12.50	37.67	39.37	8.27
29.	Daman & Diu	50.05	63.92	65.62	20.66
30.	Delhi	32.70	183.61	183.61	19.00
31.	Pondicherry	22.66	67.39	67.39	18.60
	Total	9862.87	15847.00	17635.00	4046.50

Statement-VI

Mega City Scheme

Rational Formula for Inter-se Distrubution of Funds

Factor		Weightage
Population 30%		
(a)	Population as on 1991 census	20%
(b)	Decadal Population Growth (1981-91)	10%
Geographical Area of the City/Towns/ Agglomeration covered under the Mega City Scheme		10%
Urban Sector Reforms		60%
(a)	Internal Resource Mobilisation— Adoption of Cost Recovery Instruments and actutal recoveries (Full weightage if all costs are recovered, either directly or indirectly through dedicated civic levies so as to inject resources equal to 75% of (Central + State grants) into the "Revolving Fund")	10%
(b)	External Resource Mobilisation (Market Funds/Institutional Finance) (Full weightage is thee resources match or exceed the Central + State grants).	20%
(c)	Preparation of Metropolation Development Strategy, Metropolitan Development Plan and Metropolitan Financing Plan, using modern techniques.	10%
(d)	Policy Reforms such as Property Tax Reforms, Use of Land as a Resource, etc.	10%
(e)	Formation of independent Corporate Special Purpose Vehicles (SPVs) to handle Mega City/IDSMT and other urban infrastructure development schemes (Initial weightage 5%. Subsequently, it is proposed to allocate 25% of the Central Assistance under the Mega City Scheme as Central Govt. Equity to State Urban Infrastrucure Financing/Development Corporations in the States where they exist. The States should set up the same so that the said % of funds could be transferred to them as Central Govt. Equity w.e.f. 1998-99)	5%
(f)	Close adherence to ratio between remunerative, no profit no loss and non-remunerative categories of profits (40:30:30— with allowance of + or — 20%)	5%
	Total	100%

Statement-VII

Financial Pattern

The financing pattern under IDSMT Scheme is shown in the table below

(Rs. in lakhs)

Category of Town (Population)	Project Cost	Central Assistance (Grant) Maximum	State Share (Grant)	HUDCO/Financial Institution Loan/ Other Sources
A (< 20000)	100	48	32	20 (20%)
B (20000-50000)	200	90	60	50 (25%)
C (50000-100000)	350	150	100	100 (29%)
D (1-3 Lakhs)	550	210	140	200 (36%)
E (3-5 Lakhs)	750	270	180	300 (40%)

The project costs indicated above are based on a "Minimum Project Cost" concept, higher project size being coditional upon the availability of higher loan/other resources including municipal share. The objective is to see that the available funds are not spread out too thinly and the desired objectives of "integrated" development of regional centres of economic growth and employment with the required infrastructural and service facilities are achieved.

While there is a limit on Central assistance, there will be no ceiling on the amounts that could be made available from the State Governments/Local Bodies from out of their own resources/Instutional Faincing Agencies so as to make the projects viable and enable "intergrated" development.

Considering the geographical and other factors in difficult tracts, e.g., in Jammu and Kashmir, Himachal Pradesh and North-Eastern States, suitable modifications to the criteria prescribed will be made by the Ministry of Urban Affairs and Employment in consultation with the Planning Commission.

In the formulation and implementation of IDSMT projects, the State Governments and local bodies should involve the private sector or adopt public-private partnerships to the extent possible. The modalities of involvement of the private sector would need to be spelt out in the IDMST project report. Private funding could be a substitute for the institutional finance envisaged under the IDSMT Scheme.

Statement-VIII

Release of Central Assistance under IDSMT Scheme: West Bengal (from 1979-80 to 6th Mar' 2000)

(Rs. in lakhs)

Sl. No.	Town	Approved Cost	Releases of Central Assistance									Grand Total	Expen-diture Reported
			6th Plan	7th Plan	90-91	91-92	8th Plan	97-98	9th Plan 98-99	9th Plan 99-2000	9th Plan Total		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
6th Plan													
1.	Kharagpur	113.89	48.31	0.00	3.46	0.00	0.00	0.00	0.00	0.00	0.00	51.77	110.66
2.	Medinipur	95.17	14.30	29.99	3.13	0.00	0.00	0.00	0.00	0.00	0.00	47.42	97.99

1	2	3	4	5	6	7	8	9	10	11	12	13	14
3.	Bankura	120.93	21.00	25.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.74	91.80
4.	Kalimpong	104.85	23.21	19.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.83	84.00
5.	Loch Bihar	101.08	48.26	3.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.80	111.60
6.	Puruliya	101.07	17.51	32.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.95	99.29
7.	English Bazar	104.27	35.34	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47.34	94.29
8.	Krishna Nagar	96.08	28.03	18.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.03	87.71
9.	Suri	106.78	28.19	21.00	4.25	0.00	0.00	0.00	0.00	0.00	0.00	53.44	82.17
10.	Tarakeswar	100.21	26.62	15.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.32	114.18
11.	Jalpaiguri	108.47	16.85	32.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.49	96.05
12.	Siliguri	107.26	13.80	38.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.15	99.55
13.	Darjiling	113.37	26.19	21.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47.19	90.90
14.	Baharampur	95.84	24.02	22.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.07	76.56
15.	Balurghat	100.14	35.32	14.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.34	125.98
16.	Bishnupur	107.46	28.83	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42.83	51.17
17.	Basirhat	98.46	17.38	32.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.25	93.55
18.	Raiganj	112.05	30.13	17.00	3.39	0.00	0.00	0.00	0.00	0.00	0.00	50.52	105.44
19.	Ranaghat	130.73	19.47	29.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	48.97	93.95
20.	Katwa	120.41	22.56	30.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	53.31	108.94
	Total	2138.52	525.32	430.21	14.23	0.00	0.00	0.00	0.00	0.00	0.00	969.76	1915.78
7th Plan													
21.	Bolpur	87.62	0.00	46.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.00	64.15
22.	Arambag	92.52	0.00	40.00	0.00	0.00	6.00	0.00	0.00	0.00	0.00	46.00	81.63
23.	Contai	85.10	0.00	18.80	0.00	0.00	16.66	0.00	0.00	0.00	0.00	35.46	53.52
24.	Habra	112.16	0.00	50.80	0.00	0.00	5.21	0.00	0.00	0.00	0.00	56.01	107.22
25.	Raniganj	91.45	0.00	12.60	0.00	0.00	27.40	0.00	0.00	0.00	0.00	40.00	89.51
26.	Haldia	95.91	0.00	24.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	44.00	163.58
	Total	564.76	0.00	192.20	0.00	0.00	75.27	0.00	0.00	0.00	0.00	267.47	559.61

1	2	3	4	5	6	7	8	9	10	11	12	13	14
1990-91													
27.	Jhargram	92.00	0.00	0.00	25.00	0.00	20.00	0.00	0.00	0.00	0.00	45.00	68.31
28.	Kalna	92.00	0.00	0.00	26.50	0.00	15.00	0.00	0.00	0.00	0.00	41.50	63.39
29.	Jangipur	90.51	0.00	0.00	27.50	0.00	0.00	0.00	0.00	0.00	0.00	27.50	68.05
30.	Alipurduar	82.67	0.00	0.00	15.00	0.00	20.00	0.00	0.00	0.00	0.00	35.00	64.23
31.	Raghunathpur	92.00	0.00	0.00	27.50	0.00	15.00	3.50	0.00	0.00	3.50	46.00	86.61
	Total	449.18	0.00	0.00	121.50	0.00	70.00	3.50	0.00	0.00	3.50	195.00	350.59
1991-92													
32.	Ghatal	92.00	0.00	0.00	0.00	20.00	20.00	5.00	0.00	0.00	5.00	45.00	75.00
33.	Islampur	92.00	0.00	0.00	0.00	20.00	20.00	5.00	0.00	0.00	5.00	45.00	67.69
34.	Santipur	92.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	20.00	37.84
35.	Mursidabad	92.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	0.00	20.00	38.65
36.	Kurseong	92.00	0.00	0.00	0.00	20.00	26.00	0.00	0.00	0.00	0.00	46.00	61.89
	Total	460.00	0.00	0.00	0.00	100.00	66.00	10.00	0.00	0.00	10.00	176.00	281.07
8th Plan													
37.	Jhalda	25.00	0.00	0.00	0.00	0.00	2.00	4.00	0.00	3.00	7.00	9.00	7.03
38.	Mal	52.50	0.00	0.00	0.00	0.00	5.00	7.00	0.00	6.90	13.90	18.90	18.79
39.	Mirik	50.00	0.00	0.00	0.00	0.00	6.00	3.00	0.00	0.00	3.00	9.00	15.00
40.	Chakdaha	77.23	0.00	0.00	0.00	0.00	8.00	3.00	3.05	0.00	6.05	14.05	25.26
41.	Rampur Hat	97.60	0.00	0.00	0.00	0.00	12.00	0.00	11.50	0.00	11.50	23.50	20.00
42.	Diamond Harbour	52.77	0.00	0.00	0.00	0.00	6.00	7.00	0.00	6.00	13.00	19.00	29.51
43.	Nabadwip	150.00	0.00	0.00	0.00	0.00	9.00	15.00	15.54	0.00	30.54	39.54	38.10
44.	Tamluk	42.50	0.00	0.00	0.00	0.00	5.00	6.00	0.00	0.00	6.00	11.00	9.89
45.	Sonamukhi	43.14	0.00	0.00	0.00	0.00	5.00	5.00	0.00	5.53	10.53	15.53	19.00
46.	Natha Bhanga	60.00	0.00	0.00	0.00	0.00	7.00	0.00	14.60	0.00	14.60	21.60	35.02
47.	Ashoknagar Kalya	134.00	0.00	0.00	0.00	0.00	11.80	10.00	0.00	0.00	10.00	21.00	50.00
48.	Old Maldar	60.00	0.00	0.00	0.00	0.00	7.00	7.00	0.00	0.00	7.00	14.00	15.64
49.	Bimagar	80.40	0.00	0.00	0.00	0.00	10.00	8.00	0.00	0.00	8.00	18.00	18.63
50.	Kulti	256.00	0.00	0.00	0.00	0.00	15.00	15.00	0.00	0.00	15.00	30.00	52.06

1	2	3	4	5	6	7	8	9	10	11	12	13	14
51.	Memari	54.96	0.00	0.00	0.00	0.00	6.50	7.00	6.28	0.00	13.28	19.78	35.62
52.	Kaliaganj	50.00	0.00	0.00	0.00	0.00	6.00	6.00	0.00	0.00	6.00	12.00	10.08
53.	Gobar Danga	109.50	0.00	0.00	0.00	0.00	13.00	0.00	0.00	0.00	0.00	13.00	9.02
54.	Chandrakona	60.00	0.00	0.00	0.00	0.00	7.00	0.00	7.00	0.00	7.00	14.00	9.23
55.	Kandi	60.00	0.00	0.00	0.00	0.00	7.00	0.00	0.00	14.06	14.06	21.06	16.70
56.	Guskara	59.56	0.00	0.00	0.00	0.00	7.00	0.00	7.00	0.00	7.00	14.00	38.94
57.	Barddhaman	492.70	0.00	0.00	0.00	0.00	53.00	10.00	0.00	73.00	83.00	136.00	92.15
58.	Asansol	232.19	0.00	0.00	0.00	0.00	23.00	5.00	0.00	0.00	5.00	28.00	0.00
59.	Tufanganj	100.00	0.00	0.00	0.00	0.00	13.00	3.00	0.00	16.00	19.00	32.00	27.38
60.	Gangarampur	172.84	0.00	0.00	0.00	0.00	21.00	5.00	0.00	0.00	5.00	26.00	24.87
61.	Mekhliganj	100.00	0.00	0.00	0.00	0.00	15.00	0.00	32.00	0.00	32.00	47.00	29.91
62.	Sainthaia	140.00	0.00	0.00	0.00	0.00	19.00	2.00	0.00	0.00	2.00	21.00	22.17
63.	Dinhata	100.00	0.00	0.00	0.00	0.00	15.00	0.00	0.00	16.50	16.50	31.50	19.08
64.	Baduria	170.00	0.00	0.00	0.00	0.00	23.00	3.00	50.00	0.00	53.00	76.00	41.87
65.	Haldibari	100.00	0.00	0.00	0.00	0.00	14.00	2.00	0.00	16.00	18.00	32.00	24.53
66.	Dhulian	143.00	0.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	0.00	20.00	4.76
	Total	3325.89	0.00	0.00	0.00	0.00	370.50	133.00	146.97	156.99	436.96	807.46	760.24
9th Plan													
67.	Joynagar	185.00	0.00	0.00	0.00	0.00	0.00	0.00	22.50	0.00	22.50	22.50	0.00
68.	Dubrajpur	183.00	0.00	0.00	0.00	0.00	0.00	0.00	22.50	0.00	22.50	22.50	0.00
	Total	368.00	0.00	0.00	0.00	0.00	0.00	0.00	45.00	0.00	45.00	45.00	0.00
	Grand Total	7306.35	525.32	622.41	135.73	100.00	581.77	146.50	191.97	156.99	495.46	2460.69	3867.29

* Towns covered under Revised IDSMT Guidelines, Agusut 1995.

Ragging in Educational Institutions

2923. SHRI P.H. PANDIYAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to take steps to check ragging in the educational institutions; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) Yes, Sir. The Government has circulated, in May 1999, guidelined indicating certain steps for preventing incidents of ragging in educational institutions, to all States/UTs, Universities, IITs, ILMs and RECs, for appropriate action.

[Translation]

Allotment of DDA Land

2924. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government have formulated any scheme to allot land/flats in Delhi for residental purpose on the request of MPs and Ex-MPs;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) No, Sir.

(c) The reservation in the matter of allotment of plots/ flats to MPs/Members of MCD, Metropolitan Council, Contonment Board, etc. was abolished w.e.f. 2.1.1979 on the recommendations of the Baweja Committee.

[English]

Review on World Bank aid to TB Project

2925. SHRI DILIPKUMAR MANSUKHLAL GANDHI:
DR. SANJAY PASWAN:
SHRI SHRINIWAS PATIL:

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

(a) whether there is any demand from the International Tuberculosis Experts to review the World Bank aided control project;

(b) if so, the details thereof;

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

(d) whether the said project is a part of Government's Revised National T.B. Control Programme; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (e) No Sir. However, a joint team of experts of WHO, other International Agencies, national experts and Government of India have reviewed the World Bank assisted Revised National TB Control Programme (RNTCP) in Feb. 2000. The report of the joint review is yet to be received by Government of India. Review is an ongoing process in the implementation of the Programme.

***Assistance to Sports in Tribal Areas**

2926. SHRI CHINTAMAN WANAGA: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government provide special financial/ non-financial assistance for the promotion of sports in the tribal areas; and

(b) if so, the details thereof including the funding pattern thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) Yes, Sir.

(b) Under the scheme of the "Grants for Creation of Sports Infrastructure" central assistance is rendered to State Governments etc. for creation of various sports facilities in tribal @ 75% of the cost of each project subject to a prescribed ceiling limit.

Drug Samples

2927. KUMARI BHAVANA PUNDLIKRAO GAWALI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Public Analyst Laboratory has not attended to the analysis of drugs samples received by it;

(b) if so, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (c) Public Analyst Laboratories are functioning under the provisions of the Prevention of Food Adulteration Act. These laboratories are not notified to accept drug samples.

ST Quota in National Capital Territory of Delhi

2928. SHRI NITISH SENGUPTA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Scheduled Tribes settled in Delhi are entitled for the benefits of employment quota in National Capital Territory of Delhi;

(b) if so, whether they are entitled to the benefit of grants, subsidies etc. meant for Scheduled Tribes for self-employment through the National SC/ST Finance and Development Corporation;

(c) if so, the number of Scheduled Tribes benefited so far in the NCT of Delhi;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government to extend benefits to such STs in NCT of Delhi?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) and (b) Yes, Sir.

(c) 72 Scheduled Tribes have been benefited so far in the NCT of Delhi.

(d) and (e) Does not arise.

Area of N.C.R.P. Board

2929. SHRI RAMCHANDER BAINDA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether National Capital Region Planning Board has sent a demand for inclusion of Aligarh, Mathura and Muzaffarnagar districts of Uttar Pradesh in the N.C.R.P. Board;

(b) if so, whether similar reqests from other States have been received by the Government;

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

(d) the time by which a final decision in likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) to (d) The N.C.R. Planning Board has been receiving requests from the State Government for inclusion of additional areas in National Capital Region. The Board has agreed in principle to include additional areas in the National Capital Region. The participating State Governments have submitted their proposals for inclusion of 38,401 sq. km. of additional area in the National Capital Region as per details given below:-

HARYANA SUB-REGION:

The districts of Bhiwani, Karnal and Mahendragarh; tehsils of Jind and Saffidon of Jind district and tehsils of Hansi and Narnaund of Hissar district covering an area of 12,312 sq. km.

RAJASTHAN SUB-REGION:

The whole of the district of Dholpur and Bharatpur; remaining seven tehils of Alwar district and Kotputli and Shahpura tehsils of Jaipur district covering an area of 15,007 sq. km.

U.P. SUB-REGION:

The whole of the district of Muzaffarnagar, Mathura and Aligarh covering an area of 11,082 sq. km.

The matter is now to be decided in the next meeting of the NCR Planning Board.

Study Centres Under Literacy Programme

2930. SHRI ASHOK N. MOHOL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have set up study centres under the Total Literacy Programme in the country;

(b) if so, the details thereof, State-wise particularly in Maharashtra;

(c) whether any study in regard to the impact of these centres on the literacy has been conducted; and

(d) if so, the details and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) The study centres known as Continuing Education Centres and Nodel Continuing Education Centres are set up under the scheme of Continuing Education.

(b) As per the available information a statement indicating details of such study centres, state-wise, is enclosed.

(c) No, Sir.

(d) Does not arise.

Statement

Statement indicating details of continuing education centres and nodal continuing education centres

Name of States/UTs Name of Districts	No. of CECs No. of N-CECs
1	2
I Andhra Pradesh	5574/796
1. Chitoor	1000/143
2. West Godavari	958/137
3. Karimnagar	889/177
4. Srikakulam	770/110
5. Visakhaptnam	570/81
6. Nellore	311/45
7. Cuddapah	562/80
8. Nizamabad	514/73
Andhra Pradesh in Second Phase	4009/573
9. East Godavari	942/135
10. Vizianagaram	650/93
11. Krishna	391/56
12. Rangareddy	100/14
13. Hyderabad	543/78
14. Medak	451/64
15. Warangal	632/90
15. Khanmmam	300/43
II BIHAR	
1. Dumka	765/85
III HIMACHAL PRADESH	
1. Mandi	2200/50
IV KERALA	3500/500
1. Thiruvananthapuram	
2. Kollam	
3. Pathananthitta	
4. Alappuzha	
5. Kottayam	
6. Idukki	
7. Ernakulam	
8. Thrissur	
9. Palakkad	
10. Malappuram	
11. Kozhikode	
12. Wayand	
13. Kannur	
14. Kasaragod	
V MADHYA PRADESH	
1. Durg	667/1153/180
2. Indore	826/92
VI MAHARASHTRA	2604/298
1. Pune (Rural)	902/108
2. Wardha	286/33
3. Ratnagiri	602/68
4. Nanded	662/75
5. Jalna	420/45
6. Parbhani	599/66
7. Latur	477/53
8. Sindhdurg	340/38
VII MIZORAM	360/40
(3 Districts)	360/40
VIII PUNJAB	
1. Hoshiarpur	1000/130
IX RAJASTHAN	1450/188
1. Ajmer	967/131
2. Dungarpur	483/57
X TAMILNADU	2538/382
1. Kamarajar	288/62
2. PMT Shivganga	154/22

	1	2
3.	Pudukkottai	441/63
4.	Kanyakumari	165/23
5.	Madurai	247/35
6.	N. Arcpt Ambedkar	424/60
7.	T. Kattobomman	387/55
8.	Ramanathapuram	350/50
9.	Theni	82/12
XI	UTTAR PRADESH	
1.	Agra	1487/187
XII	WEST BENGAL	5497/770
1.	Birbhum	1737/290
2.	Burdwan	1750/250
3.	North 24-Parganas	2010/230
4.	Midnapur	5670/630
5.	Bankura	1971/354
6.	South 24-Parganas	3853/382
7.	Hooghly	1959/218
XIII	PONDICHERRY	
1.	Pondicherry (04 districts)	172/28
XIV	CHANDIGARH	
1.	Chandigarh	360/40
XV	GUJARAT	
1.	Baroda	926/103
2.	Jamnagar	704/79
3.	Ahemdabad (Rural)	607/68
4.	Gandhinagar	355/40
5.	Amreli	563/63
6.	Kheda	807/90
7.	Sundernagar	560/60
8.	Dang	65/7
	Total CECs	: 50,495
	Nodal CECs	: 6,246

Crimes Against SCs/STs

2931. SHRI BASANGODA R. (YATNAL) PATIL:
SHRI K.P. SINGH DEO:
SHRI RAM MOHAN GADDE:
SHRI M.V.V.S. MURTHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the national Crime Records Bureau indicates that the number of cases registered under the protection of Civil Rights Act, 1955 and SC/ST (Prevention of Atrocities) Act, 1989 are on the decline whereas the fact remains that untouchability and crimes against SCs/STs still continue;

(b) if so, the reasons therefor;

(c) whether some financial assistance has been given to the States in this regard;

(d) if so, the details of funds provided to the States during each of the last three years;

(e) whether the utilisation certificate in regard to the funds from the States have been received by the Union Government;

(f) if not, the reasons therefor; and

(g) the furhter steps taken by the Union Government to stop the untouchability and crimes against SCs/STs?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) and (b) According to available information, the number of cases registerd under the Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes

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(Prevention of Atrocities) Act, 1989 during the years 1995 to 1999 was as Follows:

Year	No. of cases registered under the PCR Act, 1955	No. of cases registered under the SC and the ST (Prevention of Atrocities) Act, 1989.
1995	1599	15405
1996	1489	10374
1997	1304	8713
1998	774	8152
1999	631	6852 (Provisional)

The decline in the number of cases registered may be due to spread of education and awareness among the people at large.

(c) and (d) Information about the Central assistance released to various States/UTs under the Centrally Sponsored Scheme for Implementation of the Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989 during the last three years is given in the enclosed Statement.

(e) Yes, Sir.

(f) Does not arise.

(g) 'Public Order' and 'Police' are State subjects as per the Seventh Schedule to the Constitution of India and, as such, the registration, investigation, detection and prevention of crime is essentially the responsibility of the State Governments. The Central Government has, however, been advising the State Governments, from time to time, to give more attention to improving the administration of Criminal Justice System to ensure prevention of atrocities against the Scheduled Castes, Scheduled Tribes and other vulnerable sections of the society.

Statement

The State/UT-wise and Year-wise details of Cenral Assistance released under the centrally sponsored scheme for implementation of the protection of civil rights act, 1955 and scheduled castes and the scheduled tribes (Prevention of atrocities) Act, 1989 during 1996-97, 1997-98 and 1998-99.

Rs. in lakhs

S. No.	States/UTs	1996-97	1997-98	1998-99
1	2	3	4	5
1.	Andhra Pradesh	226.35	18.00	294.68
2.	Assam	3.00	—	—
3.	Bihar	6.00	9.50	50.00
4.	Goa	0.10	0.70	0.575
5.	Gujarat	142.81	156.24	50.00
6.	Haryana	17.113	—	21.70

1	2	3	4	5
7.	Himchal Pradesh	1.00	1.00	1.81
8.	Karnataka	97.345	15.50	136.68
9.	Kerala	6.982	2.50	2.00
10.	Madhya Pradesh	189.978	500.85	682.06
11.	Maharashtra	84.795	23.00	50.00
12.	Orissa	5.00	—	3.60
13.	Punjab	29.417	10.70	20.64
14.	Rajasthan	83.60	16.00	50.00
15.	Sikkim	—	—	0.25
16.	Tamil Nadu	98.585	14.550	100.00
17.	Uttar Pradesh	226.14	844.51	50.00
18.	West Bengal	2.35	—	—
19.	Andaman & Nicobar Islands	0.290	—	0.929
20.	Delhi	—	—	1.40
21.	Dadra & Nagar Haveli	13.54	15.88	15.90
22.	Pondicherry	15.57	18.28	18.60
	Total	1250.00	1647.00	1550.00

Medical Store Department of DGHS

2932. DR. BALIRAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether purchase of medicines made by Medical Store Department of DGHS is about Rs. 30-40 crores and the Government are paying salary of Rs. 20-25 crores to its employees;

(b) whether crores of rupees stocks is lying unconsumed and outdated in various states; and

(c) if so, the steps taken by the Government to stop the misuse of funds in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The details of materials pruchased and salary paid during the last three years is as given below:

(Rs. in crores)

Year	Material Purchased	Salary Paid
1996-97	150.00	7.50
1997-98	110.00	10.14
1998-99	46.41	11.63

(b) The value of expired medicines over the period from 1965 to 1997 is Rs. 4.18 crores (approx) which is 0.524% of the total budget allocation for purchase of medicines during the period.

(c) Regular monitoring and inspection of Medical Stores Depots, Purchase of proprietary drugs only against confirmed demands, and maintaining of buffer stocks of only fast moving generic drugs are some of the measures being taken to ensure no accumulation of stocks.

[Translation]

Conversion of Tribals

2933. SHRI VIJAY GOEL:
SHRI MOHAN RAWALE:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the incidents of conversion of tribals by foreign missionaries in various tribal areas in the country have been noticed by the Government;

(b) if so, the details thereof, State-wise;

(c) whether the Government have received reports regarding the communal tension prevailing in the tribal areas due to such activities; and

(d) if so, the manner in which the Government are dealing with the situation?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) Though the Government keeps a watch on such activities of individuals and organizations which may disturb communal peace. Article 25 (1) of the Constitution provides that subject to public order, morality and health and to the other provisions of the part III, all persons are equally entitled to freedom of conscience and the right to freely profess, practice and propagate religion. Right to freedom on religion is a Constitutional Right under Articles 25 to 30.

(b) to (d) Details regarding conversion are not maintained by the Central Government. Although the Public Order and Police are State subjects, there are unconfirmed reported about conversions and communal tensions. Besides constituting special force (Rapid Action Force), the Central Government have been providing assistance to the State Governments to improve their policing infrastructure and sharing intelligence with them. The Government also issues guidelines to the State Governments to take action against people spreading disharmony and hatred amongst the members of different communities.

[English]

Urdu Manuscripts

2934. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of manuscripts to be published originally in Urdu by the National Book Trust lying pending alongwith the period alongwith the reasons for their pendency;

(b) the number of mansucripts out of these relates to Urdu Literature and biography of great urdu personalities; and

(c) the time by which these are likely to be published?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) There is only one Urdu manuscript pending in the National Book Trust since December 1995. The title of the manuscript is Ghalib's Letters. The nature of work was such that it required careful and special calligraphy. This has caused delay in bringing out the title.

(b) The manuscript relates to Urdu Literature.

(c) It is likely to be published during the year 2000-2001.

[Translation]

Barauni Fertilizer Plant

2935. SHRI BRAHMA NAND MANDAL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government propose to set up a new fertilizer plant by IFFCO in place of old fertilizer plant in Barauni;

(b) if so, the details thereof;

(c) the estimated cost and installed capacity of the plant; and

(d) the time by which the production in this fertilizer plant is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) As per the industrial policy resolution dated 24th July, 1991, no license is normally required for setting up/ expansion of fertilizer plants. Entrepreneurs are free to set up fertilizer projects anywhere in the country subject to environmental clearnace. However, Public Sector Undertakings/Cooperative Societies under the administrative control of the Department of Fertilizers have to obtain approval of the Government before undertaking

such capital expenditure beyond their delegated powers. No proposal for setting up a new fertilizer plant in place of the old fertilizer unit in Barauni, has been submitted by Indian Farmers Fertiliser Cooperative Limited (IFFCO) for approval of the Government.

(b) to (d) In view of (a) above, do not arise.

Transfer Gudelines of Kendriya Vidyalayas

2936. SHRI RADHA MOHAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of occasions transfer guidelines of Kendriya Vidyalaya have been changed till date;

(b) whether the guidelines were implemented/changed without being ratified by the governing body; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGHRAO GAIKWAD PATIL): (a) to (c) As per available records, the transfer guidelines of Kendriya Vidyalayas have been modified three times during last ten years. These modifications were done with the approval of governing body.

Fertilizer Shops

2937. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of shops opened in Bihar by KRIBHCO and IFFCO for marketing fertilizer to farmers easily and the places where shops or the Kisan Sewa Kendras are proposed to be set up; and

(b) the steps proposed to remove the regional imbalance?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) and (b) IFFCO sells urea and NPK 12:32:16 fertilizer in Bihar. The sales are mainly through Cooperative Societies. 2631 primary agricultural cooperative societies which are spread throughout the State, are members of IFFCO of which 1278 are active currently. A portion of the sales is also made through its own service centres which number 2 and other institutional agencies like National Agricultural Cooperative Marketing Federation (NAFED), Bihar State Cooperative Marketing Union Limited (Biscomaun) and Pyrites, Phosphates & Chemicals Ltd. (PPCL). The sales to institutional agencies is made in bulk who in turn sell it to farmers through their distribution network.

KRIBHCO sells urea for which it has small allocation under the Essential Commodities Act. The sale of urea is made through member societies and State institutional agencies. KRIBHCO does not have any Kisan Sewa Kendra in the State.

Both IFFCO and KRIBHCO are having no proposals at present to open Kisan Sewa Kendras in Bihar.

[English]

Expenditure on Security

2938. VAIDYA VISHNU DATT SHARMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) funds made available to Jammu and Kashmir for security purposes during each of the last three years and the current year;

(b) the funds being provided for special police officers and village Defence Committees;

(c) whether *ex-gratia* relief has been provided to the kins of the victims of terrorists wrath; and

(d) if so, the number of cases pending in each district of Jammu and Kashmir alongwith the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) The Centre has reimbursed Rs. 234.99 crore in 1996-97; Rs. 154.96 crore in 1997-98; Rs. 273 crore in 1998-99 and Rs. 297.97 crore in current financial year (1999-2000) upto 9.3.2000) to the State Government of Jammu and Kashmir as security related expenditure in respect of various admissible items.

(b) As informed by State Government, there is an approved strength of 10542 Ops Special Police Officers and 2486 Village Defence Committees in Jammu and Kashmir as on 10.12.1999. Three SPOs are attached to each VDC and as such the total strength of SPOs is 18,000. Expenditure in respect of these 18,000 SPOs is being reimbursed by the Centre as per approved norms.

(c) and (d) Ex-gratia relief to the kins of persons killed in terrorists violence is paid by the State Government a per norms and the Centre reimburses the total amount so paid, on the basis of reimbursement

claims received from the State Government on a monthly basis. Case by case information is not compiled or maintained at the Central Government level.

Master Plan of Delhi-2001

2939. SHRI SAHIB SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Master Plan of Delhi-2001 provides planning norms for police administration;

(b) if so, the details thereof;

(c) whether the Department of Police, Delhi has prepared a Master Plan of Police Spaces for 2005 and 2010 AD;

(d) if so, the details thereof;

(e) if not, the reasons therefor;

(f) the number of pending projects alongwith the reasons therefor; and

(g) the time by which the projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) Yes, Sir. The details are given in the attached statement.

(c) to (e) No, Sir. However, the Bureau of Police Research and Development have been asked to undertake a detailed study of the manpower requirement of Delhi Police and its modernisation needs etc. in a time-bound manner.

(f) and (g) The construction of office and residential buildings of Delhi Police is an ongoing process. At present, six construction projects of office buildings are at various stages of completion.

Statement

I. Police Station

1 for 90000 population

Area (inclusive of essential residential accommodation)	1.15 hectares

II. Police Post

1 for 0.4 to 0.5 lakh population (not served by a police station)

Area (inclusive of essential Residental accommodation)	0.16 hectares

III. District office and Battalion

1 for 10 lakh population

Area of District office	0.80 hectares
Area of Battalion	4.00 hectares
Total Area	4.80 hectares

IV. Police line

1 each for North, South, West and East Delhi.

Area	4.00 to 6.00 hectares

Communal Riots

2940. SHRI SAMAR CHOUDHURY:
SHRI G.M. BANATWALLA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of crimes relating with terriorist and extremist militancy committed in the country during each of the last three years, crime-wise and State/Union territory-wise;

(b) the number of communal riots took place during the said period, State/Union territory-wise;

(c) the number of persons prosecuted/convicted for these incidents, State-wise;

(d) the number of personnel of Central Security Forces including army deployed for protection of the lives and properties;

(e) the detatils of suggestions and requests made by the State Governments in this regard;

(f) the details of ethnic violences related and associated to extremist attacks of kidnappings, killings and lootings etc., State-wise; and

(g) the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) 'Public Order' and 'Police' being State subjects, Central Government does not maintain statistics/details in this regard.

(b) The information pertaining to the period January, 97 upto 6.12.99 is as under:

	State	No.of communal riots
1.	Andhra Pradesh	1
2.	Bihar	2
3.	Gujarat	2
4.	Karnataka	3
5.	Tamil Nadu	4
6.	Uttar Pradesh	3

(c) Central Government does not maintain statistics/ details in this regard.

(d) and (e) The Central Para Military forces are made available to assist the State Governments to maintain public order. The deployment of these forces in various States depend upon the overall security scenario and the availability of these forces. It is, however, not in public interest to indicate the details of these forces and their levels of deployment.

(f) Central Government does not maintain information in this regard.

(g) 'Public Order' and 'Police' being State subject, it is for the concerned State Governments to devise various measures and take concrete steps in this regard. Central Government has been regularly sensitising all the State Governments and concerned agencies regarding such activities. Intelligence is shared on continuous basis and support is provided by way of financial assistance under a Scheme for Modernisation of State Police Forces. Central Government also provides para military forces on need basis. In order to prevent infiltration of terrorists, border fencing and flood lighting has been undertaken along stretches of Indo-Pakistan and Indo-Bangladesh borders, besides patrolling.

Central Share for IDSMT Scheme

2941. SHRI G.S. BASAVARAJ: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government of Karnataka has requested the Union Government to increase the Central share to Karnataka for 1999-2000;

(b) if so, the details thereof; and

(c) the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) and (b) Yes, Sir. The State Government had requested increase in allocation for the State to Rs. 700 lakhs.

(c) Allocation to State under IDSMT is dependent on total allocation made by the Planning Commission. Rs. 150.24 lakhs has been released to the State in 1999-2000 subject to availability of funds and completion of formalities further releases to the State will be made.

Hepatitis 'B' and 'C'

2942. SHRI T. GOVINDAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government have taken steps to get the recommendations of World Health Organisations for providing vaccination to prevent "Hepatitis B and C" to Central Government employees and their family members through CGHS dispensary/hospital; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Hepatitis 'B' and 'C' vaccinations are not covered under the Universal Immunisation Programme of the Government, in view of the large expenditure involved. However, in case, any beneficiary of CGHS is advised this injection by the head of Department of any Government hospital, the vaccine is procured and supplied to the beneficiary.

Farm Houses in Delhi

2943. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government have fixed any norms for farm houses located in Delhi;

(b) if so, the details thereof;

(c) whether violation of norms fixed for these farm houses has been noticed by the Government during the last three years;

(d) if so, the details thereof; and

(e) the action taken by the Government against such farm houses?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir.

(b) As per the provisions of Master Plan Delhi 2001 as modified vide Notification dated 23rd July, 1998, Farm Houses are permissible in rural use zone with following development control norms.

1.	Minimum size of the farm house	0.8 ha.
2.	Maximum ground coverage	5%
3.	Maximum FAR (subject to max. of 500 sqm. irrespective of the size of the farm)	5.
4.	No. of storeys	2
5.	Max. height	8 mtrs.

All constructions including basement, if any, will be counted towards FAR.

6. Other controls.

(i) Setback in dwelling house should be 15 m away from any boundary line of the property.

(ii) Where the property abuts any urban roads, the dwelling house building should have setback from the centre line of that road of 60 m. Where the property abut a village road, the building setback from the centre line of that road should be 30 m.

(iii) No dwelling unit should be built within 400 m of the right of way of any National Highway.

(c) Yes, Sir.

(d) 348 cases of violation of norms have been noticed by M.C.D.

(e) MCD has reported that the owners/occupiers have now applied for regularisation of the farm houses. In 122 cases the farm houses have since been regularised by the MCD and 207 cases are under process of regularisation. The remaining 19 cases have been booked for action under the provisions of the DMC Act, 1957.

Epilepsy Patients

2944. SHRI ANANTA NAYAK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government propose to provide adequate treatment to the epilepsy patients in the country;

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

(c) the number of epilepsy patients at present, State-wise;

(d) whether any Centrally Sponsored Schemes has been launched;

(e) if so, the details thereof; and

(f) the funds earmarked to States during 1999-2000, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Adequate treatment facilities for epilepsy patients are available in the country as epilepsy can be treated by all psychiatric, medical, neurological and paediatric physicians a teaching/service hospitals/institutions and primary health centres. The Reproductive and Child Health Programme being implemented by the Government will also contribute in reducing the incidence of epilepsy.

(c) It is estimated that there are approximately 8 million patients in the country with the prevalence rate estimated to be 5-10 per thousand populaton.

(d) No, Sir.

(e) and (f) Do not arise.

WHO Assistance for Polio Eradication

2945. SHRI S.D.N.R. WADIYAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether World Health Organisation has given assistance for eradication of Polio;

(b) if so, the assistance obtained from WHO for the purpose during the last three years, State-wise; and

(c) the steps taken by the Government to eradicate Polio?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) World Health Organisation has been providing technical assistance for eradication of Polio mainly for Acute Flaccid Paralysis, Paralysis Surveillance, supplemental immunization namely Pulse Polio Immunization and mopping up at the central level for which they have provided 14.3 million US$ for polio eradication to Government of India over the past three years.

(c) For eradicating polio from the country, the Pulse Polio Immunization campaign was launched in 1995-96. In this campaign all children upto the age of 5 years are given polio drops on a single day. Upto 1998-99, two rounds of Pulse Polio campaign were conducted every year during December and January. Based on the surveillance data and expert advice, the efforts have now been intensified and during 1999-2000, four rounds of PPI are being held throughout the country followed by two additional rounds in eight high risk States of Assam, Bihar, Gujarat, Madhya Pradesh, Orissa, Rajasthan, West Bengal and Uttar Pradesh. The intensive rounds are spread over 3-4 days. On the first day the children are house to immunized at the fixed polio booths and from 2nd day onwards teams of health workers go from house to immunize children who may be left over from the first day. States have been provided with funds to create awareness through information, education and education efforts and by involving the Panchayat members for reaching all children in the age group of 0-5 years. In addition, the Government is also taking steps to improve the routine immunization programme (including polio) all over the country.

Commercial Shops.

2946. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of shops of Directorate of Estates and NDMC lying vacant/unallotted in Delhi/New Delhi indicating their reserve price for allotment/licence fee;

(b) the procedure for allotment of the same;

(c) whether there is any scheme/proposal to allot these shops to retired Government servants; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) So far as Directorate of Estates is concerned, 241 shops are lying vacant in different Government colonies. The reserve price of each shop is different depending upon the size and the location of the shop. The reserve price has since been finalised, action is in hand to put these shops on tender.

As far as NDMC is concerned, 45 units are lying vacant for which tenders have been invited on 4.1.2000 and is under finalization.

(b) Shops under the control of the Directorate of Estates and NDMC are allotted on licence fee basis through open tender for which tenders are invited through DAVP.

(c) No, Sir.

(d) In view of (c) above the question does not arise.

Assistance for Higher Education

2947. SHRI RAMSHETH THAKUR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total assistance obtained from UNESCO and other International Agencies and disbursed to each State for the promotion and upgradation of higher education in the country particularly in Maharashtra;

(b) the details of projects approved alongwith the number of ongoing projects in this field, State-wise;

(c) whether the Government have evaluated the performance of ongoing projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (d) In so far as Ministry of Human Resource Development is concerned, eight UNESCO Chairs have been established in Indira Gandhi National Centre for the Arts (IGNCA), New Delhi; M.S. Swaminathan Foundation, Chennai, Jawaharlal Nehru Centre for Advanced Scientific Research, Bangalore; Indian Institute of Technology (IIT), Delhi; National Institute of Small Industry Extension Training (NISIET), Hyderabad; National Institute of Research and Social Action (NIRSA), Hyderabad, Indira Gandhi National Open University (IGNOU), New Delhi; and Maharashtra Institute of Technology, Pune.

Besides, United Nations Fund for Population Activities (UNFPA) is also providing grants to UGC for implementation of the Population Education Programme through selected Universities in the country.

Biotech Market

2948. SHRI JITENDRA PRASADA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether it is a fact that the biotech market in 1997-98 in India totalled US 500 million dollars and it is expected to touch US 2.5 billion dollars in India by 2001; and

(b) if so, the special steps proposed by the Government to achieve the target in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) Yes Sir, it is a fact that biotech market is increasing progressively from year to year in the areas like human and animal health, agriculture and speciality products. The estimates for biotech market are from individual private market research groups. The Government of India is taking all possible steps to promote biotech industry in the country by guiding and according permissions to the entrepreneurs under existing rules and regulations. The Government is also actively taking part in transferring indigenous research and technologies to the entrepreneurs for prototype and large scale development of products. R&D projects are supported towards product and process development. M/s. Biotech Consortium India Ltd. (BCIL), New Delhi has been established by the Government and is helping to act as interface between academia and industry. Government is also facilitating patenting of inventions. Both public and private sector industries are joining hands with R&D institutions. Government is helping to bring them together and facilitate technology transfer agreements. Government is also permitting the scientists/research institutions to retain the revenue generated from patents and technology transfer to encourage more of such efforts.

ISI Activities

2949. SHRI VILAS MUTTEMWAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether ISI activities were on the rise and a number of bombs were planted in Delhi and also in other States during January, 2000;

(b) if so, the details thereof;

(c) whether a ship carrying RDX left Karachi for India in January, 2000;

(d) if so, the details thereof; and

(e) the steps taken to meet the situation created by the ISI in India alongwith the extent to which the success is achieved?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) Pak'ISI is persisting with its efforts to foment terrorism in the country. During the month of January, 2000, an explosion took place in a train stationed at Platform No. 9, old Delhi Railway Station on 6.1.2000. Beside two other explosive devices, one at India Gate lawns and the other on the Southern side of the Ramparts of Red Fort were detected on January, 23 and 26 respectively.

(c) and (d) There were some intelligence reports to this effect. However, so far no report of actual landing has been received.

(e) Government have taken several steps which include sensitising and gearing up of the intelligence machinery, sharing of intelligence and co-ordinated actions by concerned Central and State agencies including Army, para-military Forces, Intelligence agencies and State Police.

Government have adopted a well coordinated and multi-pronged approach for tackling the activities of militants which includes strengthening the border management, neutralizing plans of militants by coordinated intelligence action, setting up of outposts of security forces, modernization and upgradation of Police and Security Forces with advanced sophisticated weapons and communication system etc. Steps taken in this regard have resulted in detection/nutralization of various Pak ISI backed modules.

[Translation]

Forced Conversions of Hindu Children

2950. SHRI MANIKRAO HODLYA GAVIT:
SHRI BRIJBHUSHAN SHARAN SINGH:
SHRI P.R. KHUNTE:
SHRI RAMCHANDER BAINDA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether complaints regarding forced conversions of Hindu children by Christian Missionaries have been received in the country;

(b) if so, the details thereof, State-wise;

(c) whether the Government have conducted/propose to conduct any study to find out the reasons therefor;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) No reports regarding forced conversions of Hindu children by Christian Missionaries have been received by the Government.

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

[English]

Committee on Text Book Evaluation

2951. SHRI G.M. BANATWALLA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have taken note of the observation and recommendations of the National Steering Committee on Text Book Evaluation (National Council of Educational Research and Training) in respect of books and publication used in the Vidya Bharati Schools in different parts of the country;

(b) if so, the major observations and recommendations made by the Committee; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (c) The National Steering Committee on Text Book Evaluation was constituted by the Department of Education under the Chairmanship of Prof. Bipan Chandra to consider the Reports of Evaluation of School Text Books done by NCERT and state agencies and to undertake sample evaluation of school text books brought out by the NCERT, state agencies and private publishers. The publications brought out by Vidya Bharati were also studied. The Committee inter-alia recommended that text books should be written in conformity to the National Curricular Framework and setting up of State Boards which will be responsible for the preparation and authorisation of text books to be used in schools. The two Reports by the Committee were circulated to the State Governments for necessary followed up action.

Registration of Refugees

2952. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether despite the order of Union Government's giving deadline for the Sri Lankan Tamil Refugees in Tamil Nadu to register themselves with the Chief Immigration Office, the directives are not being compiled with;

(b) if so, the reasons for the same;

(c) the number of refugees staying in Chennai unregistered; and

(d) the efforts being made to see that they register themselves as per directive of the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a), (b) and (d) The Chief Immigration Officer, Chennai had called upon Sir Lankan refugees staying in Chennai city to register themselves before 31.8.99. This date was further extended till 15.9.99. No deadline has been fixed by the Central Government in regard to registration of such refugees. Applications received after 15.9.99 are also being accepted and registered. 1,943 Shri Lankan refugees staying in the city have been registered by the Chief Immigration Officer, Chennai.

(c) No such information is available.

[Translation]

Biography of Guru Ghasi Das Ji in Syllabus

2953. SHRI PUNNU LAL MOHALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are conducting any research on the life of great saint Guru Ghasi Das Ji and propose to include biography in syllabus of schools; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) The NCERT has not conducted any Research on the life of great saint Guru Ghasi Das Ji and there is no proposal to include his biography in the School curriculum at this stage.

[English]

High Level Meeting on Kashmir

2954. SHRI SUSHIL KUMAR SHINDE:
SHRI MADHAVRAO SCINDIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Prime Minister has convened a high level meeting to discuss security scenario in Jammu and Kashmir recently;

(b) if so, the details thereof;

(c) the suggestions and observations made at the meeting and the decisions taken therein; and

(d) the steps since taken to check the deteriorating security scenario in that State and to meet the situation arising from brazen attacks alongwith the startegy adopted to check the suicide squads of militants?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) The Prime Minister had convened a High Level meeting on Kashmir on 17th January, 2000 to discuss Security Scenario in Jammu and Kashmir.

(b) and (c) During the meeting, it was decided, inter-alia, that, as a part of strategy to effectively counter terrorism in the State of Jammu & Kashmir, it was imperative to raise more specialised forces of the Central Para Military Forces specifically trained for waging counter terrorist operations and also to enhance deployment along the LoC/IB and depth areas. In order to ensure greater synergise of operations amongst various security forces and intelligence agencies, it was decided to divide the CI grid into Sectors as part of a three-tier command and control structure under the UHQ. It was also decided to set-up an additional UHQ for areas north of Zojila. While the State Police and the Intelligence apparatus is already being strengthened, security forces have been asked to adopt a proactive approach against the terrorists in the hinterland and to establish area domination both during day and night. Security in Srinagar city has been beefed up and the security forces have been asked to carry out round-the-clock operations based upon pin-pointed intelligence to neutralise terrorist modules in the Border. For protection of civilian population, it has been decided to integrate the Village Defence Committees with the CI grid and to provide them sophisticated arms and modern communication equipment.

(d) To curb terrorism in J&K, the Government has adopted a multi-pronged approach which includes, inter-alia, strengthening border management and neutralising plans of the militants by pro-active action against them in the hinterland. The security forces have been asked to be fully vigilant by taking measures to provide better security around the Camps/Establishments and to be extra alert while on the move on foot or by vehicles.

Global Polio Cases

2955. SHRI T.T.V. DHINAKARAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the reasons for India accounting for 68 percent of the global polio cases in 1998;

(b) whether India is the only existing reservoir for type II polio virus in the globe; and

(c) the steps taken by the Government to eradicate polio by 2000?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Universal Immunization Programme which was launched in 1985 covered all districts by 1990 in which Oral Polio Vaccine to control spread of polio was one of the vaccine. The polio eradication effort was further strengthened by implementation of Pulse Polio Immunization Programme in 1995-96. Most of the countries in the World initiated polio control measures much earlier than India. Thus, they have been able to eradicate polio much earlier than India. However with the implementation of immunization programme in India there has been around 85% decline over the last ten years and India accounted for 68% of global cases in 1988 reported 31% of global cases in 1999.

(b) WHO considers India as the only existing reservoir for type II Polio Virus in the world as Polio Virus II isolation has not been reported from any other country except India.

(c) For eradicating polio from the country, the Pulse Polio Immunization campaign was launched in 1995-96. In this campaign all children upto the age of 5 years are given polio drops on a single day. Upto 1998-99, two rounds of Pulse Polio campaign were conducted every year during December and January. Based on the surveillance data and expert advice, the efforts have now been intensified and during 1999-2000, four rounds of PPI are being held throughout the country followed by two additional rounds in eight high risk States of Assam, Bihar, Gujarat, Madhya Pradesh, Orissa, Rajasthan, West Bengal and Uttar Pradesh. The intensive rounds are spread over 3-4 days. On the first day the children are immunized at the fixed polio booths and from 2nd day onwards teams of health workers go from house to house to immunize children who may be left over from the first day. States have been provided with funds to create awareness through information, education and education efforts and by involving the Panchayat members for reaching all children in the age group of 0-5 years. In addition, the Government is also taking steps to improve the routine immunization programme (including polio) all over the country.

HUDCO Housing Loans

2956. PROF. UMMAREDDY VENKATESWARLU:
SHRI UTTAMRAO DHIKALE:
KUMARI BHAVANA PUNDLIKRAO GAWALI:
SHRI P.H. PANDIYAN:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether HUDCO has changed its lending scheme;

(b) if so, the details thereof;

(c) the name of the States in which this scheme has started functioning; and

(d) the number of persons benefited by the scheme in the country, State-wise?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) to (d) HUDCO has started a new scheme from 08.3.1999, named HUDCO Niwas for extending retail finance for housing to individuals. Under this scheme, loan assistance is available for construction of a house, purchase of a house or flat, extension or improvement of the existing house or flat, and purchase of plot from public agencies. The rate of interest varies from 11.5% to 14.75% for loan amounts varying from Rs. 50,000/- to Rs. 25.00 lakhs.

The scheme has been started in all the States where HUDCO has its Regional and Development Offices. State-wise details of the number of persons benefitted under the scheme are given in the attached statement.

Statement

State-wise details of laon sanctioned under HUDCO Niwas scheme.

(Rs. in lakhs)

Sl. No.	State	Applications Received	Amount	Applications Approved	Loan Approved	Cases Where Loan Disbursed	Loan Disbursed
1.	Orissa	100064	50138.37	100047	50105.92	100027	25051.18
2.	West Bengal	427	915.24	328	716.91	222	413.98
3.	Bihar	10	25.00	7	17.20	4	8.50
4.	Chandigarh	130	400.42	96	308.15	54	121.42
5.	Delhi	619	2254.20	562	2057.69	394	1069.65
6.	Rajasthan	50018	10033.28	50015	10027.58	50013	10016.67
7.	Uttar Pradesh	36	73.50	36	73.50	24	33.29
8.	Assam	3855	5949.00	3670	5495.49	36	70.29
9.	Nagaland	0	0.00	0	00	0	0.00
10.	Karnataka	513	1370.00	479	1302.92	358	887.41
11.	Kerala	523	1135.41	490	1042.03	380	703.86
12.	Tamil Nadu	639	2116.53	620	2009.31	445	1352.59
13.	Andhra Pradesh	751	2285.36	711	2039.86	595	1565.47
14.	Gujarat	75	156.24	63	138.95	63	87.41
15.	Maharashtra	250	657.20	234	637.92	156	329.88
16.	Madhya Pradesh	132	263.49	96	206.67	51	93.56
	Total	158042	77773.24	157454	76180.10	152822	41805.16

Workshop on Child's Protection

2957. SHRI SHIVAJI MANE:
SHRI M.V.V.S. MURTHI:
SHRI RAM MOHAN GADDE:
SHRI BASANGOUDA R. (YATNAL) PATIL:

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

(a) whether a workshop jointly organised by the National Human Rights Commission, Prasar Bharti and the United Nation Child Fund was held in Jaipur recently on the child's protection from sexual exploitation and abuse;

(b) if so, the details in this regard and the suggestions made therein; and

(c) the reaction of the Government thereto and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) Yes, Sir.

(b) The National Human Rights Commission in collaboration with Prasar Bharti and United Nations International Children's Fund organised a Regional Workshop on "Role of Electronic Media in promoting the Child's Right to Protection from Sexual Exploitation and Abuse", at Jaipur, Rajasthan from 9th February to 12th February, 2000. The representatives of electronic media, non-governmental organisations, Government officers from the State of Rajasthan, Madhya Pradesh, Haryana, Punjab and Himachal Pradesh participated in the workshop. The objectives of the workshop were to formulate a broad framework for action for the media to promote awareness and social mobilization against the exploitation of children.

(c) The Report and suggestions of the Workshop are awaited.

Year of Tamil Language

2958. SHRI THIRUNAVUKARASU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government propose to consider the proposal of Tamil Nadu to declare this year as the 'year of the Tamil Language'; and

(b) if so, the details of schemes and allocation of funds made for the purpose?

THE MINISTER OF THE STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) The primary responsibility for the development of the regional languages lies with the State Governments concerned keeping this in view the State Government may declare a regional language spoken by its people as year of that language. Central Government implements a number of schemes for the promotion of Indian Languages. National Book Trust, an autonomous organisation under the Ministry of Human Resource Development is bringing out a special edition of 'Thirukural' during the year 2000. The University Grants Commission also provides assistance to Tamil University teachers for undertakinig research in Tamil.

Patent of Pieroliv Drug

2959. SHRI MOINUL HASSAN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Council of Scientific and Industrial Research through its drug research organisation, has developed a drug known as pieroliv for protection of liver in human body;

(b) if so, whether a New York-based company had already patented it;

(c) if so, whether the Government propose to bring this matter before the international forum; and

(d) the time by which it is likely to be placed before the international court?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) Yes, Sir. The Central Drug Research Institute (CDRI), Lucknow of CSIR has developed a drug named 'Picroliv' derived from the plant 'Picrorhiza Kurrooa' for protection of liver. Phase II clinical trials of Picroliv have been completed and permission for conducting phase III clinical trials is awaited from the Drug Controller of India.

(b) CDRI was granted a US patent in 1992 for "a process for the preparation and composition of a fraction containing Picrocide-I and kutkoside which are the constituents of Picroliv. No New York based company had already patented the use of 'Picrorhiza kurrooa' for protection of liver in human body."

(c) and (d) do not arise.

[Translation]

Engineering Colleges

2960. SHRI RAMJIVAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to open engineering colleges during the Ninth Five Year Plan;

(b) if so, the number of such colleges proposed to be opened, location-wise, State-wise; and

(c) the measures being taken by the Government for the development of I.I.Ts?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) There is, at present, no proposal to open engineering colleges during the Ninth Five Year Plan by the Ministry of Human Resource Development.

(c) Apart from providing financial support for the normal developmental activities, several measures have been taken for development of Indian Institutes of Technology (IITs) like, introduction of 'Block Grant Scheme', providing financial support under the schemes of Modernisation & Removal of Obsolescence, Research & Development, and Thrust Areas in Technical Education.

[English]

Indian Institute of Technology

2961. SHRI DINSHA PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have directed all the Indian Institutes of Technology (IIT) to raise the number of seats;

(b) if so, the details thereof;

(c) the time by which these directions are likely to be implemented; and

(d) the action proposed to be taken to ensure that minimum basic facilities are provided to the students by all these Institutes?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (d) No specific directions have been issued by the Government to the Indian Institutes of Technology to increase the number of seats. However, some initiatives were taken by the Indian Institutes of Technology and they have moderately increased students intake by optimally utilizing the existing facilities and additions to basic facilities through grants from the Government and other resources.

Census

2962. SHRIMATI MINATI SEN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to form a commission/statutory body to carry out census which is due in next year;

(b) if so, the target date and time to complete the census work; and

(c) the expenditure likely to be incurred, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) The Central Government has appointed the Census Commissioner, India for the year 2001 Census under the Census Act, 1948, vide the Ministry of Home Affairs Notification S.O. 671 (E), dated the 16th August, 1999.

(b) The population enumeration is scheduled for 9th -28th February, 2001. The reference date is 1st March, 2001 except in the State of Jammu & Kashmir. In the case of Jammu & Kashmir, the reference date would be 1st October, 2000.

(c) The estimated expenditure for conducting the field operations of the 2001 Census will be approximately Rs. 678 crores. State-wise break-up of this expenditure is not readily available.

[Translation]

Genetically Engineered Crops

2963. SHRI NAWAL KISHORE RAI:
SHRI SUSHIL KUMAR INDORA:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government propose to give permission for growing genetically engineered crops in the country;

(b) if so, the facts in this regard;

(c) the names of institutes engaged in the development of seeds to grow genetically engineered crops in the country at present;

(d) whether the Government have examined the implications of these crops on the India Agricultural sector before giving permission; and

(e) if so, the details of Institutes conducting research in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) Sir, the Government, at present is examining with the help of experts, the proposals received from national laboratories as well as private industry for conducting research trials on genetically engineered crops in the country in small experimental plots. Only after assessing their safety to environment including human and animal health risks, Government of India would consider giving permission to grow genetically engineered crops in the country with full biosafety protocols.

(c) At present, national institutions one Central Tobacco Research Institute, Rajahmundry, Bose Institute, Calcutta, Tamil Nadu Agricultural University, Coimbator, Delhi University, South Campus, New Delhi, Indian Agricultural Research Institute (IARI), Substation Shillong, Central Potato Research Institute, Simla, IARI New Delhi, Jawaharlal Nehru University, New Delhi and private institutions like M/s. Pro Agro PGS India Ltd., Gurgaon, M/s. Maharashtra Hybrid Seeds Co. Ltd., Mumbai, M/s. Rallis India Ltd., Bangalore; M/s. Indo-American Hybrid Seeds, Bangalore and M/s. Rasi Seeds Co., Attur are engaged in the development of genetically modified crops the country.

(d) and (e) Yes Sir. There are Expert Committees, Monitoring and Evaluation teams and individual experts who examine the detailed implications. The national institutions involved are: Industrial Toxicology Research Institute, Lucknow and Central Food Technology Research Institute, Mysore; Acharya N.G. Ranga Agricultural University, Hyderabad; Dr. Panjabrao Krishi Vidhyapeeth, Akola; and Marathawada Agriculture University, Parbhani.

Cricket Matches

2964. SHRI CHANDRESH PATEL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the number of cricket matches played by India in the country and abroad during 1999;

(b) the number of matches won and lost by India; and

(c) the programme schedule of the Indian team to play cricket matches in the country and abroad during 2000?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) and (b) As per the information received from the Board of Control for Cricket in India (BCCI), during the year 1999 Indian Cricket Team played 10 Test Matches of which, it won 2 and lost 4 matches. The remaining 4 Test Matches ended in a draw. The Indian Team also played 43 One-day International Matches and won 21 of these while it lost in 20 matches. The remaining two matches were abandoned.

(c) During 2000, 5 test matches and 30 One Day International Matches have been planned by BCCI in the country and abroad.

[English]

Improvement In Sports Performance

2965. SHRI KODIKUNNIL SURESH:
SHRI AJAY SINGH CHAUTALA:

Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the efforts being made to improve India's performance in the ensuing international sports meets; and

(b) the percentage of funds allocated for sports in the budget during the last three years, year-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) For improving India's performance in the ensuing international sports meet, the following measures are being taken.

(i) As per the Government Policy and Olympic Charter, the National Sports Federations, recognised by the Government are primarily responsible for the promotion of their disciplines. The National Sports Federations have formulated Long Term Development Plans (LTDPs) covering various aspects, in consultation, inter-

alia, with the Sports Authority of India. The National Sports Federations are being assisted in arranging coaching camps for sports persons included in the National Teams, with the help of Indian and Foreign Coaches, provision of requisite equipment and scientific supports through the Sports Authority of India.

(ii) The Federations are also assisted in holding National level championships and in sending sports persons for participation in International Sports Events.

(iii) Promising sports persons are being provided a package of assistance (up to Rs. 5 lakhs per year) for training and up-gradation of their skills. Supporting personnel, such as coaches and sports scientists, are also being assisted to undergo specialised training.

(iv) Assistance is being provided to in the creation of sports infrastructure, including laying of Synthetic Surfaces.

(v) With a view to further motivate the sports persons, Awards and incentives are provided, the scale of Awards has been increased substantially.

(vi) Department (other than the Department of Youth Affairs and Sports) are also being pursued for extending incentives to sports persons are to consider measures for the employment of sports persons/provision of loan from Banks.

(b) The percentage of funds allocated for sports during the last three years ranges between 0.035 to 0.041.

Incentives for the Development of Sports

2966. SHRI P.S. GADHAVI:
DR. RAGHUVANSH PRASAD SINGH:

Wili the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the attention of the Government has been drawn towards the supplementaries to SQ No. 222 answered on December 14, 1999 with regard to providing 100 per cent Income Tax exemption and various tax exemptions to private parties who will contribute funds for the development of sports;

(b) if so, whether this issue has since been taken up with the Finance Ministry;

(c) if so, the details thereof; and

(d) the present status thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS (SHRI TH. CHAOBA SINGH): (a) to (d) Yes, Sir. The Government has made 100% Income Tax Exemption applicable on contributions made to the National sports Development Fund.

Foreign Investments

2967. SHRI MADHAVRAO SCINDIA:
SHRI SUSHIL KUMAR SHINDE:

Will the Minister of SCIENCE & TECHNOLOGY be pleased to state:

(a) whether the Government propose to allow foreign investment in Indian laboratories and R&D centres;

(b) if so, the details thereof; and

(c) the extent of foreign investment is likely to be attracted in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) to (c) No, Sir. There is no general policy for allowing foreign investment in Indian laboratories and R&D centres. However, to implement joint R&D activities under various bilateral cooperation programmes of Government in science & technology, other countries sometimes contribute in the form of equipment, consumables etc.

Functioning of CAW Cell

2968. SHRI M.V. CHANDRASHEKHARA MURTHY:
SHRI ADHIR CHOWDHURY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether crime against women has been increasing alarmingly day by day;

(b) if so the number of cases reported by the crime against women (CAW) cell of the Delhi Police during the last three years, year-wise;

(c) the steps taken by the Government to streamline the functioning of CAW cell in the capital;

(d) whether most of the victims of eve teasing and molestation in the capital hesitate to report to the CAW cell due to disrepute and police harassment; and

(e) if so, the facts thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) No, Sir. The number of complaints received by the Crime Against Women Cell during the last three years, year-wise, is as follows:

1997	—	7255
1998	—	7500
1999	—	6732

(c) The steps taken to streamlining the functioning of Crime Against Women cell include:—

(i) Eminent social workers, Psychologists, Jurists, Professors and Non-Government Organisations are associated/invited to join the investigation of cases of crime against women and for counseling of victims and affected parties.

(ii) In the staff of crime against Women cells, 90% women police officers with good educational background have been posted to instill a sense of security/confidence in the minds of the victims and also for better understanding of the problems faced by the women.

(iii) Gender sensitization courses are being conducted for the staff of crime against women cell.

(iv) Crime against Women Cells have also been set up in every Police District of Delhi as far as possible under supervision of a women police officer of the rank of Inspector/Assistant Commissioner of Police to effectively deal with these complaints at District level.

(v) Regular meetings, seminars etc., are held to improve the working of Crime against Women Cell and to adopt new methods of investigation and counseling in the cases of crime against women.

(d) and (e) The victims of eve-teasing and molestation do hesitate to report such matters because of social stigma and other related factors. However, there is no evidence to believe that such victims are harassed by police.

Shortage of Dialysis Machines

2969. SHRI RAMJEE MANJHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is shortage of dialysis machines and allied infrastructure in hospitals in the country;

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

(c) the steps taken by the Government to remove this shortage?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) 'Health'; is a State subject under the Constitution of India and it is the responsibility of respective State Governments to watch the availability of Dialysis machines and allied infrastructure in the hospitals of the States. However, in so far as Central Government Hospitals are concerned, there is no shortage of Dialysis machines and allied infrastructure.

(b) and (c) Do not arise.

Import of Life Saving Drugs

2970. SHRI A. VENKATESH NAIK: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total value of life saving drugs and equipments imported by the Government during the last three years;

(b) the names of countries from which these imports were made;

(c) the steps being taken by the Government to ensure production of these drugs in the country;

(d) whether the multi-national companies have proposed in the chemical and fertilizers sector both in public and private sectors;

(e) if so, the details thereof; and

(f) the efforts being made by the Government to tap such resources and install latest technology in the Chemical and fertilizers sector?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) The imports of Drugs & Pharmaceuticals, as per the data maintained by the Directorate General of Commercial Intelligence and Statistics, Ministry of Commerce, are Rs. 1039.18 crores. Rs. 1447.12 crores and Rs. 1446.83 crores in the years 1996-97, 1997-98 and 1998-99 respectively.

(b) The major countries from where imports are being made are USA, Canada, Cuba, Mexico, Brazil, Ireland, UK, Denmark, Germany, France, Italy, Sweden, Switzerland, Hungary, Czechoslovakia, Austria, Romania, Russia, Finland, Netherlands, Norway, China, Korea, Japan, Thailand, Malaysia, Indonesia, Aurtralia and New Zealand.

(c) The Drug Policy of the Government is directed towards ensuring abundant availability of drugs at reasonable prices.

(d) to (f) The receipt of proposals for foreign collaboration is an ongoing process. The proposals are considered by the Foreign Investment Promotion Board (FIPB) in consultation with the administrative Ministry, concerned for approval. The details of such approvals, namely, name and country of foreign collaborator, percentage of equity, item of manufacture/activity and location of the project are published by Department of Industrial Policy and Promotion in their monthly publication, namely, 'SIA Newsletter' which is widely circulated including to the Parliament Library.

Anti-Rabies Vaccine

2971. SHRIMATI KAILASHO DEVI:
PROF. UMMAREDDY VENKATESWARLU:

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

(a) whether the Government have made a study of the rise in rabies cases especially in rural areas in the country;

(b) if so, the details thereof;

(c) the percentage of such cases in India as compared to World;

(d) the steps taken by the Government to provide Anti-rabies vaccine at all PHCs in the country;

(e) whether a new anti-rabies vaccine has been introduced;

(f) if so, whether the National Institute of Communicable Disease has examined the newly developed drug; and

(g) if so, the time by which the Government propose to give that anti-rabies vaccine through its hospitals?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (c) Rabies in India has been identified by World Health Organization under high incidence category amongst South East Asian Countries. As per data collected by Central Bureau of Health intelligence, the number of rabies/dog-bite cases and deaths during 1995-98 are as under:

Year	Cases	Deaths
1995	6335	632
1996	7852	281
1997	11529	386
1998	12504	365

(d) Anti rabies vaccine is available for animal bite cases free of cost in various Government Health facilities. Health being a State subject, the availability of the anti-rabies vaccine at PHC level varies from State to State. In most States/Union Territories, the vaccine is available up to CHC level.

(e) to (g) The Human Biological Institute, Udhagamandalam, under the control of National Dairy Development Board (NDDB) has developed a new Anti-rabies (Tissue Culture) Vaccine under trade name ABHAYRAB.

The new drug has been examined and cleared, as per the Statutory Rules, by the Directorate General of Health Services. The NDDB has also developed a liquid Rabies Vaccine (Gel absorbed). The said vaccine is undergoing clinical studies in the country.

Anti Rabies Vaccines are procured by the State Governments and supplied to their Health Centres as per their policy on the subject.

[Translation]

Naxalite Attacks

2972. SHRIMATI SHEELA GAUTAM:
SHRI RAVINDRA KUMAR PANDEY:
SHRI SHIVRAJ SINGH CHOUHAN:

Will the Minister of HOME AFFAIR$ be pleased to state:

(a) whether the various State Governments have requested the Union Government to provide more forces to deal with the Naxalite attacks; and

(b) if so, the details of assistance sought by the affected States and the actual assistance provided to them during the last year?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) Yes, Sir.

(b) The Central Para Military Forces are made available to various States keeping in view the over all security scenario and availability of these Forces. These Forces have been deployed in various States, including the Naxalite affected States, after taking into consideration these constraints. It is, however, not in public interest to indicate the details of these Forces and their levels of deployment.

[English]

Delinking of Blood from Drug Category

2973. SHRI P. KUMARASAMY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government propose to delink blood from drug category;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) No, Sir.

(b) Does not arise.

(c) Human blood is transfused for various disorders like anemia, haemorrhage, thalessimia etc. and to compensate for extreme loss of blood. Schedule C of the Drugs and Cosmetic Rules covers all such preparations, which are meant for parenteral administration. Considering the mode of administration and use of Human Blood, it falls within the definition of 'Drug' under Section 3 b (I) of Drugs and Cosmetic Act 1940 and its standards are prescribed in the Indian Pharmacopoeia.

[Translation]

ICDS Projects

2974. SHRI P.R. KHUNTE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some projects of I.C.D.S. have been started in Madhya Pradesh with the assistance of World Bank;

(b) if so, the amount likely to be made available for these projects by the Union Government;

(c) whether the Government of Madhya Pradesh has also demanded grants and recognition for the implementation of such projects for the new districts of the State;

(d) if so, the details in this regard; and

(e) the action taken by the Government in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) Yes, Sir. The World Bank Assisted ICDS-II Project was started in Madhya Pradesh in 1993 covering 244 blocks.

(b) The following funds have been made available to the State Government for implementation of the ICDS-II Project:

Year	Amount in Crores (in Rupees)
1992-93	3.16
1993-94	8.75
1994-95	33.00
1995-96	28.51
1996-97	42.60
1997-98	92.53
1998-99	49.41
1999-2000	34.87
Total	292.83

(c) and (d) Out of a total of 488 ICDS Projects, Government of India have allowed operationalisation of 355 projects. The State Government of Madhya Pradesh has requested for permission for operationalisation of the remaining 133 ICDS Projects.

(e) The Government of India would consider operationalisation of these 133 projects in a phased manner during the next 3 years subject to availability of adequate resources.

[English]

Indian Drugs and Pharmaceuticals Limited

2975. SHRI NARESH PUGLIA:
SHRI RAMSHETH THAKUR:
SHRI S.D.N.R. WADIYAR:
SHRI AJOY CHAKRABORTY:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government had rejected some packages for revival of IDPL;

(b) if so, the details thereof and the reasons for their rejection;

(c) whether the Government have prepared another revival plan for the company; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) and (b) A revival plan for IDPL prepared by a former head of that organization has not been accepted by Government because it was found that it was not practicable and would not lead to the revival of the company.

(c) and (d) An updated revival plan, with cut-off dates as March 31 and June 30, 2000 has been received recently from IDPL. It shows a requirement of Rs. 572 crores from Government, as of June 30, 2000, apart from separation of about 2360 employees and retirement of 130 employees in a period of 2 years.

Healthy Cities Programmes

2976. SHRI AKBOR ALI KHANDOKER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have formulated a proposal on "Healthy Cities Programme" with financial assistance from World Health Organisation (WHO);

(b) if so, the details thereof and the cities likely to be included under the programme;

(c) the assistance received from WHO for this purpose so far; and

(d) the names of implementing agencies of the project alongwith the present status of these projects?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) During the biennium 1998-1999 a project on "Healthy Cities Programme" was carried out in collaboration with World Health Organization and Ministry of Urban Development to support integration of health objectives in urban development and to facilitate incorporation of equity focus. Pilot project in Mumbai, Calcutta, Bangalore and Kottayam were taken up.

For the current biennium 2000-2001 cities/towns are yet to be finalized for carrying out "Healthy Cities Programme".

(c) US$ 125,000 (Rs. 50,000 approximately) was released by WHO for "Healthy Cities Programme" in 1998-1999 biennium.

(d) (1) Calcutta Municipal Corporation (2) All India Institute of Hygiene and Public Health, Calcutta (3) Mumbai Municipal Corporation (4) All India Institute of Local Self Government, Mumbai (5) Bangalore Municipal Corporation (6) Kottayam Municipality, Kerala (7) Human Settlement Management Institute, New Delhi.

During 1998-1999 biennium the pilot projects under "Healthy Cities Programme" were undertaken in Mumbai, Calcutta, Bangalore and Kottayam. Activities were carried out in this four cities and community awareness to the problems of environmental health, hygiene practices, segregation of waste material and other related matter were achieved through active community participation and preparation and distribution of IEC materials.

Projects for implementation during the current biennium 2000-2001 are being finalized.

[Translation]

Kendriya Vidyalayas

2977. SHRI JAGDAMBI PRASAD YADAV:
SHRI BRAJ MOHAN RAM:
SHRI JAWAHAR LAL JAISWAL:

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

(a) whether the Government have not opened new Kendriya Vidyalayas for the last many years, despite growing demand thereof in the country;

(b) if so, the whether the Government have any plan for the expansion of Kendriya Vidyalayas during the Ninth Five Year Plan in the country particularly in largely populated States like Bihar, Uttar Pradesh and Madhya Pradesh; and

(c) if so, the details thereof, State-wise and location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (JAYSINGRAO GAIKWAD PATIL): (a) During the period from 1993 to 2000, 115 Kendriya Vidyalayas were opened in Civil/ Defence/Project and Institute of Higher learning sector. Some Vidyalayas have also been relocated from one place to another.

(b) and (c) There is no proposal at present to open any new Kendriya Vidyalaya due to budgetary constraints.

[English]

NGOs Working for Tribals

2978. SHRI HOLKHOMANG HAOKIP: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the funds allocated by the Government to NGOs for development of tribal areas in the State of Manipr during each of the last three years; and

(b) the details of activities undertaken by these NGOs in the State alongwith the number of Scheduled Tribes and others benefitted therefrom?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) Under the scheme, fund is not released for the development of tribal areas. However, financial assistance to the tune of 90% is released to NGOs in Manipur for taking up projects like Residential School, Mobile Dispensary, 10-bedded hospital etc., for welfare of tribals. The amount released during the last three years is as under:—

Rs. in Lakh

1996-97	1997-98	1998-99
13.78	20.60	97.00

(b) The NGOs are running projects like (i) Residential School, (ii) Non-Residential School, (iii) Mobile Dispensary, (iv) 10-bedded hospital (v) Computer Trg. Centre (vi) Hostel, (vii) Typing & shorthand course (viii) creches & Balwadis, and (ix) Mobile Library for Scheduled Tribes. The number of Sch. Tribe persons benefited under the project is as under:—

1996-97	1997-98	1998-99
380	380	2175

Health Care Centres

2979. SHRIMATI SHYAMA SINGH:
SHRI ANANT GUDHE:
SHRI RAMANAND SINGH:
SHRI RAJO SINGH:
DR. SANJAY PASWAN:

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

(a) whether the Health Care Centres in the country are inadequate to meet the situation;

(b) whether the Government was not even utilised the grants received from the International Agencies including World Bank for Health Care Programmes;

(c) if so, the amount received from the World Bank and the utilisation thereof during the last three years, State-wise, project-wise;

(d) whether the Government propose to introduce more health projects with the assistance of World Bank;

(e) if so, the details thereof;

(f) whether the Government propose to set up more health care centres in the country particularly in backward/ tribal areas of the country;

(g) if so, the details thereof; and

(h) the steps taken by the Government to ensure basic health services during the remaining Ninth Five-Year Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir. There is some shortage in the number of Health Care Centres in the country.

(b) and (c) State health systems development projects with World Bank assistance for improving the secondary level health system are under implementation in Andhra Pradesh, West Bengal, Orissa, Punjab and Maharashtra. Two World Bank assisted projects namely VIII India Population Project and IX India Population Project are

under implementation. A World Bank assisted VII India Population Project is also under implementation in 5 states of Punjab, Haryana, Bihar, Gujarat and Jammu & Kashmir. Reproductive and Child Health Programme under the joint funding of World Bank, UNICEF, UNFPA, EC and other bilateral donors is being implemented in all the states.

Under India population projects VII, IPP-VIII and IPP-IX the World Bank has agreed for a total credit of $ 64 millions, $ 79 millions and $ 88.6 millions respectively. The amount received from the World Bank under State health systems development projects (project outlay), IPP-VII project. IPP-VIII project and IPP-IX project and the expenditure incurred on the last 3 projects is palced in statement-I.

As far as Reproductive and Child Health Programme is concerned the assistance from World Bank is in the form of soft loan against the actual expenditure. Since, 1997-98 reimbursement of Rs. 232.56 crores has been filed with the World Bank.

For implementing Revised National TB Control Programme in 102 districts of the country, the World Bank has agreed to provide assistance of US $ 142 million (equivalent of Rs. 604 crores). Funds released from 1996-97 to 1998-99 are in statement-II.

As regards National AIDS Control Programme the position of funds released to various states/UTs etc. is indicated in statement-III.

A World Bank assisted Enhanced Malaria Control Project (EMCP) with 85% share from World Bank and remaining 15% from Govt. of India with a total cost of Rs. 891.04 crores is implemented in seven core project states namely; Andhra Pradesh, Bihar, Gujarat, Madhya Pradesh, Maharashtra, Orissa and Rajasthan.

(d) and (e) Yes, Sir. Under State health systems development projects, proposals have been received from the States of Rajasthan, Uttar Pradesh, Assam, Tamil Nadu, Kerala and Bihar. A proposal on immunization strengthening is under process for the assistance by the World Bank on the pattern of Reproductive and Child Health Programme.

(f) to (h) Yes, Sir. The States have been given targets to establish Sub-Centres, PHCs and CHCs under Ninth Plan (1997-2002) and under Annual Plan (1999-2000). The details are placed in statement-IV. Under Reproductive and Child Health Programme the Central Government is providing funds for strengthening of Primary Health Care Services. provision of medicines, contractual staff and in-services training. A proposal on immunization strengthening is also under process for the assistance by the World Bank on the similar pattern as that of Reproductive and Child Health Programme.

Statement-I

(Rs. in Crores)

(A) State Health Systems Development Projects:—

Name of the State	Project Outlay
Andhra Pradesh	608.00
West Bengal	698.00
Karnataka	546.00
Punjab	425.00
Orissa	415.57
Maharashtra	727.00

(B) IPP-VII Projects:

Name of the States	Amount released	Exp. incurred.
Punjab	—	14.42
Haryana	6.00	12.86
Bihar	—	26.88
Gujarat	9.00	19.05
J&K	—	33.95
(C) IPP-VIII Projects:		
Karnataka	5.40	28.33
West Bengal	35.34	47.33
Delhi	14.50	22.71
Andhra Pradesh	1.12	20.50
UP (Logistic) @	—	—
TN (Logistic) @	—	—
(D) IPP-IX Projects:		
Karnataka	4.00	46.79
Assam	58.00	63.36
Rajasthan	—	38.43

@Projects since approved in January, 2000. Release of funds is in process

Statement-II

Funds Released to States Implementing World Bank Assisted Revised National TB Control Programme (RNTCP) from 1996-97 to 1998-99

State	Amount Released Rs. Lakh Total
1	2
AP	71.17
Assam	34.94
Bihar	357.98
Delhi	1434.24
Gujarat	697.13
Haryana	95.36
Himachal Pradesh	141.14
Karnataka	344.23
Kerala	491.40
Madhya Pradesh	101.56
Maharashtra	394.3
Manipur	32.733
Rajasthan	432.83
Tamil Nadu	537.33
Uttar Pradesh	350.17
West Bengal	1132.59
Total	6649.10

Statement-III

National AIDS Control Programme

S. No.	State/UT	1996-97 Funds Released	1997-98 Funds Released	1998-99 Funds Released
1	2	3	4	5
1.	Andhra Pradesh	425.00	425.00	650.00
2.	Arunachal Pradesh	80.00	25.00	30.00
3.	Assam	100.00	100.00	100.00
4.	Bihar	25.00	50.00	110.00
5.	Goa	25.00	50.00	35.00
6.	Gujarat	300.00	250.00	230.00
7.	Haryana	130.00	75.00	160.00
8.	Himachal Pradesh	115.00	225.00	115.00
9.	Jammu & Kashmir	25.00	25.00	25.00
10.	Karnataka	350.00	175.00	335.00
11.	Kerala	225.00	100.00	65.00
12.	Madhya Pradesh	425.00	150.00	315.00
13.	Maharashtra	900.00	950.00	800.00
14.	Manipur	200.00	150.00	245.00

1	2	3	4	5
15.	Meghalaya	35.00	25.00	30.00
16.	Mizoram	150.00	100.00	100.00
17.	Nagaland	190.00	155.00	227.00
18.	Orissa	50.00	75.00	100.00
19.	Punjab	225.00	75.00	150.00
20.	Rajasthan	375.00	225.00	100.00
21.	Sikkim	50.00	50.00	50.00
22.	Tamil Nadu	1700.00	2000.00	800.00
23.	Tripura	50.00	50.00	20.00
24.	Uttar Pradesh	450.00	495.00	200.00
25.	West Bengal	600.00	100.00	350.00
26.	Pondicherry	7.00	0.00	40.00
27.	A & N Islands	45.91	31.09	20.00
28.	Chandigarh	46.93	28.00	60.00
29.	D & N Haveli	17.00	16.00	—
30.	Daman & Diu	19.0	24.22	15.00
31.	Delhi	400.00	25.00	110.00
32.	Lakshadweep	16.71	15.42	—
33.	MDACS, Mumbai	—	—	350.00
34.	Ahemdabad MC	—	—	5.00
35.	Chennai MC	—	—	—
	Total	7752.55	6239.73	5942.00

Statement-IV

Ninth Plan (1997-2002) and Annual Targets for the year 1999-2000 for the establishment of Sub-Centres, PIICs and CIICs

Sl. No.	States/UTs	Sub-Centres		PHCs		CHCs	
		Ninth Plan target	Annual Target (1999-00)	Ninth Plan target	Annual target (1999-00)	Ninth Plan target	Annual target (1999-00)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	0	0	372	93	220	55
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	0	0	107	27	76	18

1	2	3	4	5	6	7	8
4.	Bihar	1026	257	428	107	511	128
5.	Goa	0	0	5	1	1	0
6.	Gujarat	0	0	68	17	71	18
7	Haryana	183	46	16	4	39	10
8.	Himachal Pradesh	0	0	0	0	0	0
9.	J & K	0	0	0	0	4	1
10.	Karnataka	0	0	0	0	26	—
11.	Kerala	0	0	0	0	100	25
12.	Madhya Pradesh	184	46	206	52	307	79
13.	Maharashtra	808	202	61	15	135	84
14.	Manipur	0	0	0	0	0	0
15.	Meghalaya	87	22	0	0	6	2
16.	Mizoram	0	0	0	0	0	0
17.	Nagaland	81	20	21	5	9	2
18.	Orissa	447	112	0	0	108	27
19.	Punjab	6	1	0	0	14	4
20.	Rajasthan	0	0	0	0	51	13
21.	Sikkim	0	0	0	0	2	1
22.	Tamil Nadu	0	0	0	0	237	59
23.	Tripura	42	11	40	10	13	3
24.	Uttar Pradesh	2184	546	0	0	621	155
25.	West Bengal	2483	621	170	43	342	86
26.	A & N Islands	0	0	0	0	0	0
27.	Chandigarh	1	0	2	1	0	0
28.	D & N Haveli	6	2	1	0	2	1
29.	Daman & Diu	0	0	0	0	0	0
30.	Delhi	148	37	24	6	8	2
31.	Lakshadweep	0	0	0	0	0	0
32.	Pondicherry	0	0	0	0	0	0
	All India	7686	1923	1521	380	2903	720

Explosives

2980. SHRI SUBODH MOHITE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government have made mandatory for domestic manufacturers of explosives to inform the District Magistrate and Superintendent of Police about the destination of the consignment;

(b) if so, the details thereof;

(c) whether the Government proposed to amend explosives Act; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) Yes, Sir. Department of Explosive have issued instructions on 2.2.2000 to all the manufacturers of high explosives and licensees of magazines to report all sale and movement of explosives to the District Magistrates and Commissioners of Police, Superintendents of Police of districts where consignment of explosives has originated as well as the districts for which it is destined.

(c) and (d) The Explosives Act 1884 is adequate to take care of the above instructions.

Input of Students for Diploma Courses

2981. SHRI P.D. ELANGOVAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any rigid codes or laws to control the input of students enrolled for engineering, medical, law and diploma courses;

(b) if so, the details thereof;

(c) whether the Government have any statistical details of medical, engineering and diploma holders gone abroad for seeking jobs there; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) Statutory/ Professional Bodies in the field of engineering, medical and law such as All India Council for Technical Education, Medical Council of India and Bar Council of India approve inputs in individual institutes after careful consideration of various factors, such as infrastructure, faculty, affiliation etc.

(c) and (d) Some doctors and engineers do go to other countries for jobs and higher studies. However, no specific record about the numbers is maintained in this regard.

Performance of Pharma Sector

2982. SHRI NAMDEO HARBAJI DIWATHE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government have taken fresh steps and policy decisions to boost up performance of pharma sector in the context of globalisation;

(b) if so, the details thereof; and

(c) the details of deficiencies observed in implementation of Drugs (Prices Control) Order, 1995?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) In March, 1999, the Government had constituted a Drug Price Control Review Committee (DPCRC) to review the current drug price control mechanism and to suggest alternate models, if any, with a view to reduce the rigours of price control where they had become counter productive. Another committee, namely, Pharmaceutical Research and Development Committee (PRDC) was also constituted in March, 99 to recommend measures to strengthen the research and development capability of the pharmaceutical industry in the country and to identify the support required by Indian Pharmaceutical companies to undertake domestic research and development. Both the Committees have submitted their reports to the Government. The Government has also constituted a Task Force on Pharmaceuticals and Knowledge-based Industries in Nov. 1999, inter alia to evaluate the status of the pharmaceutical intustry in India and to identify the strategy required for each of its sectors in order to enable this industry to become a world leader.

Cases in Consumer Courts

2983. SHRI THAWAR CHAND GEHLOT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether allottees of Government Accommodation has filed cases in the Consumer Court, Delhi for non-performance of duties by CPWD/urban estate during the last three years;

(b) if so the details thereof; and

(c) the steps being taken by the Government to avoid such litigation and ensure proper maintenance of Government accommodation?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir.

(b) Two allottees have filed cases in Consumer Court, Delhi. Details are given in the attached statement.

(c) Maintenance of Government accommodation is being done as per laid down guidelines, which does not leave any scope for litigation.

Statement

Cases filed by Allottees of Government Accommodation in Consumer Courts at Delhi During Last three Years (1.4.1997 to 29.2.2000)

S. No.	Allottee	Complaint	Status
1.	Shri B.D. Sharma R/o 166, Sector-V, R K Puram, New Delhi	The allottee has made complaint to Consumer Disputes Redressal Forum, New Delhi that the complaints made by him with CPWD authorities regarding repaires to Qr. No. 166, Sector V, R.K. Puram relating to cement works, repairs to doors & windows, kitchen slab and white-washing have not been attended by CPWD. He has further complained that he carried out his job of white-washing himself and requested for reimbursement of Rs. 1057/- he spent towards purchase of meterial Rs. 50/- paid to the Photograph for taking photographs of the premises and Rs. 1000/- as indirect expenses towards compensation for 5 days he spent on the job. Facts of the case are that repair works have been attended in the premises as and when complaints received. Repair to Kitchen slab involved payment of 10% of the cost of work, which was not paid by the allottee and hence, this job was not done. The allottee did not coordinate the work of white-washing with CPWD authorities, which he got done himself.	The case is pending for adjudication before the Consumer Disputes Redressal Forum, New Delhi.
2.	Shri Satyendra Nath Datta, R/o 107-D, Sector-IV, DIZ area, New Delhi.	The allottee complained Consumer Disputes Redressal Forum, New Delhi against CPWD for not attending seepage in walls, blockage of drainage, fixing bulb holder in toilet checking of light point in Kitchen and replacement of faulty Fan in his Qr. No. 107-D, Sector IV, DIZ area, New Delhi. All the complaints have already been attended by CPWD.	The Consumer Disputes Redressal Forum dismissed the case as not maintainable.

[Translation]

Iodine Deficiency

2984. SHRI BRAJ MOHAN RAM:
SHRI SUBODH ROY:

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

(a) whether the people are suffering from iodine deficiencies;

(b) if so, the details thereof;

(c) whether the Government have formulated any scheme to check the spread of diseases caused due to lack of iodine content in the food items; and

(d) the number of persons fallen sick due to lack of iodine during the last three years, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Surveys conducted by the Directorate General of Health Services, Indian Council of Medical Research and State Health Directorates have revealed that no State/UT is free from Iodine Deficiency Disorders. Out of 277 districts surveyed so far in 25 States and 5 UTs, 237 districts have been found to be endemic, i.e. where the prevalence of Iodine Deficiency Disorders is more than 10%.

(c) In order to control the problem of Iodine Deficiency Disorders in the country, Government is implementing the National Iodine Deficiency Disorders Control Programme wherein supply of Iodated salt in place of common salt is an important component of the Programme. So far, 29 States/UTs have issued complete ban on sale of non-iodated salt under the Prevention of Food Adulteration Act while 2 other States have issued partial ban. There is no ban in the State of Kerala.

(d) An estimated 70 million people suffer from Iodine Deficiency Disorders in the country. State-wise data is not maintained.

[English]

Chemical Complex

2985. SHRI ANANT GUDHE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government have decided to set up new chemical complexes of the international standards in the country to meet the increasing demand in this sector;

(b) if so, the details thereof, Statewise;

(c) the details of proposals offered by FDI, Private and Government PSU in this sector; and

(d) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) While no decision has been taken to set up chemical complexes, the Government proposes to encourage large shore based industrial estate/s for promotion of the chemical and petrochemical industry.

(d) No decision has yet been taken regarding the State in which these will be set up.

(c) In view of (a), question does not arise.

(d) As the proposal is still at a very initial stage, no time frame can be fixed regarding final decision.

[Translation]

DDA Demolition Drive

2986. SHRI RAJ NARAIN PASSI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Court ke Stay Ko Dhatta Bata DDA Ne Todphod HI Dam Liya" appearing in the "Dainik Jagaran", dated December 18, 1999;

(b) if so, the facts reported therein and the reasons therefor;

(c) the action taken by the Government against the erring officials.

(d) whether any other case of flouting the court orders has come to the notice of the Government so far during the last three years;

(e) if so, the details thereof; and

(f) the action taken by the Government against the erring officials?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir.

(b) and (c) DDA has reported that the land from where encroachment was removed is Government land transfered to DDA under package deal having an area of 0.74 acre. Encroachment in the form of a Banquet Hall was removed on 17.12.1999 and the area fenced.

(d) No, Sir.

(e) and (f) Question does not arise.

[English]

T.B. in Rural Areas

2987. SHRI A.P. JITHENDER REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have conducted any survey to trace out the T.B. patients in rural areas in the country;

(b) if so, the details thereof;

(c) whether the Government propose to formulate a scheme to encourage private sector and NRIs to take up the T.B. Control Programmes in rural areas;

(d) if so, the details thereof; and

(e) the funds earmarked for this purpose, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) No, Sir. However, the Programme itself envisages active case detection amongst patients attending outdoor health facilities both in rural and urban areas.

(c) and (d) The Tuberculosis Control Programme encourages involvement of NGOs, private practitioners, Charitable organisations and industrial enterprises. For the wider involvement of NGOs in RNTCP, a policy has been formulated and circulated through which the services of the NGOs will be utilised depending on their individual capability, for 5 schemes, which are as under:—

1. Health education and community outreach.
2. Provision of directly observed treatment.
3. In-hospital care for tuberculosis disease.
4. Microscopy and treatment centres.
5. TB Unit Model.

Efforts have also been made to sensitize the Corporate and private sectors and private practitioners for their involvement in RNTCP through various seminars, workshops etc.

(e) No funds are released to the NGOs directly under the programme. However, funds released to District TB Societies can be utilised by NGOs as and when required by them according to the guidelines.

Implementation of Study Report on CGHS

2988. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the staff Inspection Unit Norms Study Report pertaining to C.G.H.S. has been implemented;

(b) if so, the details thereof;

(c) if not the reasons therefor; and

(d) the time by which it is proposed to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (d) The Staff Inspection Unit conducted a study of staffing norms of CGHS Allopathic dispensaries in 1997-98. The final report has been submitted to the Government in November, 1999, which is under examination.

[Translation]

Ajhar Masud

2989. SHRI RAMDAS ATHAWALE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "Tihar Mein Aish Karta tha Masud Ajhar" appearing in Hindustan dated January 18, 2000;

(b) whether the Government have made or propose to make any enquiry by the Central Vigilance Committee in this regard;

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

(d) whether many imprisoned notorious terrorists leading a luxurious life in the Central Jails including Tihar Jail;

(e) whether the Government propose to conduct any inquiry in this regard; and

(f) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) Yes, Sir. However, the allegations made in the said news-items are not correct.

(b) No, Sir.

(c) Does not arise.

(d) No such incident has been noticed in Central Jail, Tihar. However, as regards the jails in States the matters relating to "prison" are included in the State List of the Seventh Schedule of the Constitution and the prison administration vests with the State Government concerned. Any specific complaint or instance of irregularity, as and when received, is forwarded to State Government concerned for appropriate action.

(e) and (f) Does not arise.

[English]

Funds for Eradication of Leprosy

2990. SHRI G. PUTTASWAMY GOWDA:
PROF. UMMAREDDY VENKATESWARLU:

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

(a) whether Karnataka has requested the Government to enhance more funds to eradicate leprosy in the State;

(b) if so, the details thereof; and

(c) the action taken by the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) No, Sir. A sum of Rs. 64.50 lakhs was released to Karnataka during the current year i.e. 1999-2000. Adequate funds have also been provided to all the District Leprosy Societies of the State. Free anti-leprosy drugs have also been provided.

(c) Does not arise.

Medical Store Depots

2991. SHRI AMAR ROYPRADHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the normal tenure of a medical, clerical and para-medical staff in CGHS Dispensaries Delhi/New Delhi and CGHS Medical Store depots of each system of medicine;

(b) whether CGHS Medical Store Depots are violating of tenure rules;

(c) if so, the details thereof; and

(d) the names and designations of officials over-staying in each of the Medical Store Depot?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The normal stay of the Medical Officer in CGHS dispensaries/Medical Store Depots is three years and in the case of Chief Medical Officer In-charge, the stay is four years. However, as per existing transfer policy. Group 'C' and Group 'D' employees are transferred on completion of 4 to 5 years of stay at a particular place except in cases of administrative exigencies.

(b) and (c) No, Sir. As far as possible, the eligible employees are transferred on completion of the prescribed tenure in a phased manner keeping in view the administrative exigencies.

(d) The information is given in the attached statement.

Statement

CGHS Medical Store Depot

Sr. No.	Name & Designation	Date of Posting
1	2	3
1.	Sh. P. Xalxo, UDC	04.05.92
2.	Sh. R.S. Lakra, UDC	21.04.93
3.	Sh. M.S. Bukralia, LDC	01.01.81
4.	Sh. Azad Singh, LDC	05.05.82
5.	Sh. Rattan Singh, LDC	10.86
6.	Smt. Pushpa Saranwala, LDC	04.07.88
7.	Sh. Dharmender Kumar, LDC	27.04.89
8.	Sh. Tara Chand, LDC	27.06.94
9.	Sh. L.D. Ranga, LDC	25.05.95
10.	Smt. Indira Kumar, Pharmacist	07.05.86
11.	Sh. Vinay Kumar, Pharmacist	20.05.86
12.	Sh. Lal Chand Yadav, Pharmacist	01.10.90
13.	Sh. Jai Bhagwan, Pharmacist	19.03.93
14.	Sh. Nagender Dhawan, Pharmacist	19.03.93
15.	Sh. Yug Dutt, Pharmacist, Pharmacist	11.11.93
16.	Sh. Charanjit Mago, Pharmacist	03.02.95

NOTE: The posts of Store Superintendent, Asstt. Liaison Officer, Drivers, Packers, Cleaners & Carpenters are sanctioned for CGHS Medical Store Depot only, as such, this staff cannot be transferred to other places of posting.

CGHS Homoeopathic Store Depot

1.	Sh. R.P. Sharma, Pharmacist	27.06.89
2.	Sh. Victor, Labourer	10.04.89

CGHS Unani Store Depot

1.	Sh. Kuldeep Kumar, LDC	1993

1	2	3
Ayurvedic Store Depot		
1.	Sh. B.R. Sharma, Store Officer	22.11.88*
2.	Sh. Ved Prakash, Pharmacist	01.10.92
3.	Sh. F. Qujur, UDC	15.06.94
4.	Sh. Dharam Pal, LDC	20.09.88
5.	Sh. Karam Singh, LDC	08.12.88
6.	Sh. N.S. Rautela, LDC	08.10.90
*This post is exclusively sanctioned for Ayur. Depot.		
Family Welfare Depot		
1.	Sh. P.K. Aggarwal, Pharmacist	10.94
2.	Sh. Hazari Lal, UDC	1992
3.	Sh. Vikram, LDC	1994
4.	Smt. Savitri Devi, LDC	1992
Doctors		
1.	Dr. Kishori Lal, Ayurvedic Physician Ayurvedic Store Depot, Bikaner House	1-5-1995

[Translation]

Universities on Indian System of Medicines

2992. SHRI RAMSHAKAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of Ayurvedic and Allopathic doctors who complete their training every year in the country;

(b) whether the Government propose to open some more universities of Indian system of medicine in the country; and

(c) if so, the details thereof, location-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Approximately 2200 Ayurvedic Doctors and 17000 Allopathic Doctors complete their training every year in the country.

(b) and (c) The State Government open Universities including for Health Sciences. There is no proposal to open a Central University.

[English]

Foreign Mercenaries

2993. SHRI SADASHIVRAO DADOBA MANDLIK: SHRI CHANDRA BHUSHAN SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a number of foreign mercenaries are operating in the country;

(b) if so, the details thereof, State-wise;

(c) the number of foreign mercenaries detected during each of the last three years and the action taken against them; and

(d) the steps taken/proposed to be taken to Combat terrorism by these foreign mercenaries?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYA SAGAR RAO): (a) to (c) A number of foreign mercenaries are reported to be operating in Jammu and Kashmir. The main militant outfits comprising mostly of foreign mercenaries are:

1. Lashkar-e-Toiba
2. Harkat-Ul-Mujahideen
3. Tehrik-e-Jihad

As per figures of the State of Jammu and Kashmir, 831 foreign mercenaries have been killed and 27 were arrested during the last three years. Details are in the Statement enclosed.

(d) Close vigil is being kept by the Security Forces along the border/LOC and in the interior areas. Various measures have been taken to central the activities of foreign mercenaries including intensive patrolling, provisicn and use of surveillance equipments including night vision devices etc., deployment of forces in the vulnerable areas both on the LOC/border and in the hinterland, setting up of Village Defence Committees in some of the sensitive regions near the border, and close and continuous coordination among all concerned security and intelligence agencies etc. The arrangements are being continuously reviewed and strengthened/streamlined.

Statement

Details of foreign mercenaries arrested/killed during 1997, 1998 and 1999

Name of the country	Arrested				Killed			
	1997	1998	1999	Total	1997	1998	1999	Total
Pakistan/POK	1	12	6	19	29	79	125	233
Afghanistan	8	—	—	8	12	7	10	39
Sudan	—	—	—	—	—	3	—	3
Yeman	—	—	—	—	—	1	—	1
Albanian	—	—	—	—	—	—	2	2
Others	—	—	—	—	156	229	168	553
Total	9	12	6	27	197	319	305	831

[Translation]

Health Services in Government Hospitals

2994. SHRI MANSINH PATEL:
SHRI RAM TAHAL CHAUDHARY:
SHRI RAVINDRA KUMAR PANDEY:

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

(a) whether the Government have conducted any review of the present health services;

(b) if so, the details thereof;

(c) whether patients in Government hospitals are increasing and the treatment facilities are becoming inadequate; and

(d) if so, the steps taken/proposed to be taken by the Government for expansion of hospital/health services in the country?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM):(a) and (b) Central Government have not conducted any specific review of the present health services. However, health services are being constantly watched.

(c) and (d) Though there is an increase in the number of patients over the years in the Central Government Hospitals in Delhi, proper treatment is being provided to all the patients attending these hospitals.

[English]

Sea Route

2995. SHRI JAWAHAR LAL JAISWAL: Will the Minister of OCEAN DEVELOPMENT be pleased to state:

(a) whether travel by sea route is decreasing day by day;

(b) if so, the comparative percentage of fall during the last ten years; and

(c) the steps taken by the Government to promote international travel by sea route?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) Yes, Sir.

(b) and (c) The demand for point to point passenger sea traffic on international routes has become non-existent as air travels offer increased level of convenience at competitive pricing.

The passenger traffic by sea route between Mainland and Andaman island and Mainland and Lakshadweep island still continues to be at a reasonable level since the fares on these routes are highly subsidised by the Govt. of India basically for the islands to travel between the islands and the mainland since these ships are the lifeline for the islands.

[Translation]

Capital Punishment for Rapists

2996. SHRI RAJESH VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the women are being raped by the terrorists at the gun point in Jammu and Kashmir;

(b) if so, the details thereof alongwith the number of terrorists arrested/punished in this regard;

(c) whether the Government are contemplating to recommend capital punishment for them;

(d) if not, the reasons therefor; and

(e) the stringent action being taken by the Union Government against such terrorists?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYA SAGAR RAO): (a) and (b) Occasional incidents of rape of women by terrorists in J&K have been reported from time to time. During the current year upto February 2000, 86 terrorist suspects were apprehended out of which 56 were arrested under substantive laws, for various typs of terrorist related violence.

(c) to (e) The Central Government are presently considering a proposal to provide death as one of the penalties for the offence of rape.

Development of Herb/Medicinal Plants

2997. DR. LAXMINARAYAN PANDEYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Madhya Pradesh has requested the Union Government for financial assistance for development of herbs and medicinal plants in the State;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) and (c) A proposal was received from Madhya Pradesh for Vanaspati Van Yojana under Reproductive and Child Health Programme. The Project has been agreed to and the first instalment of Rs. 10 lakhs has been released on 12th January, 2000.

Meteorological Departments

2998. SHRI RAMANAND SINGH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether any demand of Madhya Pradesh Government to set up Regional Meteorological Headquarters is under the consideration of the Union Government; and

(b) if so, the time by which the said headquarters are likely to be set up at Bhopal?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) No, Sir. There is already a full-fledged Meteorological Centre functioning at Bhopal since 1976.

(b) In view of (a) above, does not arise.

[English]

Science and Technology for Social Growth

2999. SHRI P.C. THOMAS: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government intends to incorporate science and technology for social growth;

(b) if so, the details thereof; and

(c) the manner in which it is likely to be beneficial to the masses?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) to (c) Yes, Sir. The Department of Science and Technology has focussed programmes for application of science and technology for social growth. The schemes are aimed at area specific technology development, demonstration and training to help economically weaker sections, rural poor, women, Scheduled Castes and Scheduled Tribes. These programmes result in enhanced income generation, skill development and improvement in quality of life of the target group.

[Translation]

Development of Cities

3000. SHRI CHANDRAKANT KHAIRE:
SHRI RAMJI LAL SUMAN:

(a) the details of schemes received and allocation made by the Central Government for the development of cities in Maharashtra and Uttar Pradesh, city-wise;

(b) whether the World Bank has agreed to provide assistance in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Details of schemes in Maharashtra and Uttar Pradesh are as under:

I. CENTRALLY SPONSORED SCHEME OF INTEGRATED DEVELOPMENT OF SMALL AND MEDIUM TOWNS (IDSMT): Scheme provides for development of towns having a population upto 5 lakhs.

(i) In Maharashtra, Central assistance amounting to Rs. 47.10 crores has been released for 98 towns.

(ii) In Uttar Pradesh, Central assistance amounting to Rs. 27.98 crores has been released for 89 towns.

II. MEGA CITY SCHEME: Scheme provides for financial assistance to cities having a population of more than 40 lakhs. Under the Scheme an amount of Rs. 121.88 crores has been released to Mumbai city. The Mega City Scheme does not apply to any town in Uttar Pradesh.

III. ACCELERATED URBAN WATER SUPPLY PROGRAMME (AUWSP): Scheme provides for drinking water supply facilites in small towns having a population of less than 20,000.

(i) In Maharashtra, 15 water supply schemes have been sanctioned at an estimated cost of Rs. 2903.34 lakhs. Central share of Rs. 1237.84 lakhs has been released.

(ii) In Uttar Pradesh, 134 water supply schemes have been sanctioned at an estimated cost of Rs. 11372.28 lakhs. Central share of Rs. 5014.49 lakhs has been released.

IV. LOW COST SANITATIN SCHEME: Scheme provides for construction of dry latrines into pour flush toilets and construction of sanitry toilets where none exists.

(i) In Maharashtra 40 schemes have been sanctioned at a project cost of Rs. 9493.38 lakhs involving a loan amount from HUDCO of Rs. 2825.10 lakhs and Government of India subsidy of Rs. 2532.36 lakhs. Against this HUDCO loan of Rs. 1163.17 lakhs and Govt. of India subsidy of Rs. 1220.02 lakhs has been released.

(ii) In Uttar Pradesh 69 schemes have been sanctioned at a project cost of Rs. 22115.11 lakhs involving a loan amount from HUDCO of Rs. 11073.94 lakhs and Government of India subsidy of Rs. 9777.16 lakhs. Against this, HUDCO loan of Rs. 1886.51 lakhs and Govt. of India subsidy of Rs. 2774.06 lakhs has been released.

V. URBAN HOUSING AND INFRASTRUCTURE SCHEMES FINANCED BY HUDCO:

MAHARASHTRA:

(i) 875 urban housing projects covering 131 cities have been sanctioned. The projects are worth Rs. 2105.00 crores and HUDCO loan commitment is Rs. 1268.00 crores.

(ii) 41 urban infrastructure project worth Rs. 3710.00 crores have been sanctioned for which HUDCO loan commitment is Rs. 1771.00 crores.

UTTAR PRADESH

(i) 1204 urban infrastructure projects covering 93 cities have been sanctioned. The projects are worth Rs. 2851.00 crores and HUDCO loan commitment is Rs. 1798.00 crores.

(ii) 50 urban infrastructure projects Worth Rs. 559.00 crores have been sanctioned for which HUDCO loan commitment is of Rs. 362.00 crores.

(b) and (c) In Maharashtra, Bombay Sewage Didposal Project (BSDP) is being implemented with World Bank assistance.

Details of the project are as under:

Estimated Cost	-	Rs. 1131.20 crores
Year of approval	-	1995
External Assistance	-	US$ 192.00 *million*
Expenditure	-	Rs. 438.61 *crores (as on* December, *99)*
Expected date of Completion	-	31.12.2002.

[English]

Forensic Science Council

3001. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are considering to set up a forensic science council;

(b) whether the Government have received any suggestions from the experts in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (c) The Government has seen a press report in which the need for a forensic science council on the lines of the Medical Council has been emphasised by a forensic science expert. There is no proposal under the Government's consideration at present to set up a forensic Science council.

Firing on BSF Troops

3002. SHRI R.L BHATIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Pak troops were indulging in firing on the Border Security Force posts and villages along the international border in Jammu and Kashmir;

(b) if so, the number of firing incidents took place during 1997-98 and 1998-99;

(c) whether the Pak firings are causing great inconvenience to farmers while working in their fields in the border villages; and

(d) if so, the steps taken to ensure security of the civilians residing in the border areas?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) The number of firing incidents on the Jammu International border during 1997, 1998 and 1999 are as below:

1997	1998	1999
2564	5153	2896

(c) Yes. Due to unprovoked firing by Pak forces Indian civilians residing in border areas have suffered casualties.

(d) The following steps are taken to ensure security of the civilians residing in the border areas:

(i) To ensure border domination Nakas, Ops and border patrolling are carried out extensively and regularly.

(ii) Special security to farmers working in the fields near to zero line during cultivation and harvesting season, is provided.

(iii) Construction of ring bundhs, in vulnerable area to safe guard the civilians from falling victims to unprovoked firing by Pak troops.

(iv) Frequent holding of border meetings with Pak counterpart to ease tension on the border.

(v) Frequent unprovoked firing by Pak troops is also discussed in high level meetings between BSF and Pak Rangers.

(vi) Special operations in border areas are also being carried out to nab antinational elements.

(vii) Patrolling in rear areas are being carried out.

(viii) Use of night vision devices to intercept intruders crossing the border for sabotage activities.

Heart Diseases

3003. SHRI AJAY SINGH CHAUTALA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of persons died from heart disease in each State during the last three years and the number of persons who are in the age group of 30-40 and 40-50 alongwith the details of rural and urban areas separately; and

(b) the steps taken by the Government to check the increase in heart disease during the last three years and likely to be taken in the next two years?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) No such data is maintained by this Ministry.

(b) This Ministry has launched a Pilot project on cardio-vascular Disease/Stroke for prevention, awareness, early detection and treatment of cardio-vascular diseases. During the last three years grant-in-aid had been released to State Governments of Kerala, Andhra Pradesh, West Bengal, NCT of Delhi, Assam and All India Institute of

Medical Sciences to carry out pilot project on Cardio-vascular Disease Programme.

[Translation]

Awareness of Rights and Duties Amongst Students

3004. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have taken measures to create more awareness among students about their rights and duties by including the chapters relating to duties in text books; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) and (b) The NCERT school curriculum framework has incorporated the creation of consciousness about the constitutional rights and duties among students as one of the curriculum concerns. The Government had recently appointed the Justice Verma Committee for suggesting the operationalization of fundamental duties by teaching and creating awareness. The Committee has since submitted its report and has given various recommendations including listing of Constitutional Duties on the textbooks. The report has been sent to the various Ministries and Departments in the Government of India.

[English]

Burn Ward of Safdarjung Hospital

3005. SHRI C.N. SINGH:
SHRI DILIPKUMAR MANSUKHLAL GANDHI:
SHRI UTTAMRAO DHIKALE:
KUMARI BHAVANA PUNDLIK RAO GAWALI:

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

(a) whether attention of the Government has been drawn to the news-item captioned "Burn Mamlon ke Visheshagya doctor vibhag mein aana hi nahin chahte" appearing in the 'Dainik Jagran' dated the January 13, 2000;

(b) if so, the facts of the matter reported therein;

(c) the reaction of the Government thereto;

(d) whether the Safdarjung Hospital in Delhi has only the burn ward facilities;

(e) if so, whether the Government have taken steps for keeping the department clean and to meet the shortage of doctors;

(f) if so, whether the government propose to open burn ward in other hospitals of Delhi; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) The news-item relates to the submission made before the Hon'ble High Court of Delhi regarding filling up of vacant post of Plastic Surgeons in Safdarjung Hospital, constitution of a committee to suggest measures for filling up vacancies of Plastic Surgeons, non-implementation of Dr. Srivastava Committee recommendations and inspection by a team of advocates in regard to cleanliness of Burns Ward.

(c) Requisition for 15 vacant posts of Plastic Surgeons (Grade-II) were sent to UPSC. Only one candidate was selected. No recommendation from UPSC has been received for the 2 vacancies of Plastic Surgeons (Grade-I). Keeping in view of difficulties in recruitment of Plastic Surgeons due to non-availability of suitable candidates, a committee has been constituted to examine existing recruitment Rules for the posts of Super-specialists in the Non-teaching sub-cadre of CHS and to suggest suitable measures for recruitment to super-specialists including Pastic Surgeons. Most of the recommendations given by Dr. Srivastava Committee have been compiled with and special efforts are being made to maintain cleanliness of Burns & Plastic Ward of Safdarjung Hospital.

(d) No, Sir. Besides Safdarjung Hospital, Dr. Ram Manohar Lohia Hospital and LNJP Hospital have fullfledged Burn Department.

(e) All necessary steps are being taken by the Government to keep the department clean and steps are being taken to fill up the vacant posts.

(f) and (g) At present there is no proposal to open Burn Ward in LHMC & Associated Hospitals.

Medical Colleges in Bihar

3006. DR. SANJAY PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of Medical Colleges functioning in Bihar at present;

(b) the details of Medical facilities being provided to the patients;

(c) whether none of these colleges have facilities for bypass surgery for cardiology patients and treatment for Cancer patients;

(d) if so, the reasons therefor;

(e) whether the Government propose to provide adequate funds to Bihar for introducing these facilities in the Medical Colleges;

(f) if so, the details thereof; and

(g) if not, the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The details of 11 medical colleges functioning in Bihar are given in the attached statement.

(b) The hospitals attached to medical colleges are expected to provide outdoor and indoor treatment facilities to patients.

(c) and (d) The Medical Council of India has informed that the Council has no specific information regarding bypass surgery facilities for Cardiology patients and treatment of cancer patients in hospitals attached to medical colleges in Bihar since starting of M.Ch./D.M. courses in these specialities has not been permitted. However, an institution named Indira Gandhi Institute of Cardiology is functioning in Patna.

(e) to (g) "Health" being a State subject, it is for the State Government of Bihar to provide requisite funds to the Government Medical Colleges for the purpose. Under the National Cancer Control Programme, the following Government medical colleges in Bihar have been provided grants-in-aid for the development of Oncology Wing:-

1. Darbhanga Medical College, Bihar (1990-91)

2. Patna Medical College, Patna (1994-95)

Indira Gandhi Institute of Medical Sciences, Patna has been recognised as a Regional Cancer Centre. During financial year 1999-2000 an amount of Rs. 75.00 lakhs has been released to them for purchase of equipment for development of the Institute as a Regional Cancer Centre.

Statement

List of Recongnised Medical College in Bihar

1. L.N. Mithila University. Darbhanga.

1. Darbhanga Medical College, Laheriasarai (Bihar).

2. Babasaheb Bhimrao Ambedkar Bihar University, Muzaffarpur.

2. Sri Krishna Medical College. Muzaffarpur.

3. Patna University, Patna.

3. Patna Medical College. Patna.

4.Ranchi University, Ranchi.

4. Rajendra Medical, College, Ranchi.

5. M.G.M. Medical College, Jamshedpur.

5.Bhagalpur University, Bhagalpur.

6. Jawaharlal Nehru Medical College, Bhagalpur.

6.Magadh University, Bodh Gaya.

7. A.N. Magadh Medical College, Gaya.

8. Nalanda Medical College, Patna.

7.Vinoba Bhave University, Dhanbad.

9. Patliputra Medical College, Dhanbad.

List of Unrecognised Medical College in Bihar.

1.B.N. Mandal University, Madhipur.

1. Mata Gujuri Memorial Medical College, Kishanganj.

2. Katihar Medical College, Katihar.

[Translation]

Visits by Ministers

3007. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of countries visited by the Prime Minister and other Union Ministers of the present Government;

(b) the expenditure incurred thereon; and

(c) the main achievements of these visits?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (c) The information is being collected and will be laid on the Table of the House.

[English]

Urban Development Fund

3008. SHRI SATYAVRAT CHATURVEDI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government have asked the State Governments to set up the Urban Development Funds;

(b) if so, whether the Union Government propose to provide financial assistance to the States in view of their economic conditions;

(c) if so, the time by which the assistance is likely to be provided; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) to (d) No formal proposal has been made by the Union Government to the State Governments regarding setting up of Urban Development Funds.

Medical Care in Hospitals of Delhi

3009. KUMARI BHAVANA PUNDLIKRAO GAWALI:
SHRI DILIPKUMAR MANSUKHLAL GANDHI:

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

(a) whether some Government hospitals in Delhi are facing problem of infrastructure for providing medical care to patients;

(b) if so, the reasons therefor;

(c) whether the patients are not receiving the required treatment in these hospitals;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM):(a) Adequate infrastructural facilities are available in the three Central Government Hospitals of Delhi and patients are getting the required treatment in these hospitals.

(b) Does not arise.

(c) No, Sir. The patients are provided required treatment as per the available facilities.

(d) and (e) Do not arise.

Construction work of Fencing and Border Roads

3010. SHRIMATI RANEE NARAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the progress of construction of fencing and border roads along Indo-Bangla border in Dhubri, Goalpara and Karimganj districts in Assam; and

(b) the time by which the construction work of fencing and border roads is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) As per the latest availale figures, 119.95 kms of roads and 139.46 kms of fencing work has been completed in the State of Assam.

(b) The remaining sanctioned work is likely to be completed by 31st March, 2001.

[Translation]

Test on Medical Products

3011 DR. ASHOK PATEL:
SHRI RAMPAL SINGH:
SHRI TUFANI SAROJ:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government have decided to promote the development of drugs and vaccines and promote the test of medical products;

(b) if so, the details thereof;

(c) whether the Government have given its consent for testing of medicines and vaccines on animals;

(d) if so, the facts thereof;

(e) whether the Government have consulted the committee constituted for prevention of atrocities on animals in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) Yes, the Department of Biotechnology (Govt. of India) has specific programmes to develop diagnostics, improve/develop vaccines and other biologicals. The Department of Science & Technology (Govt. of India) has a programme on designing and developing new drugs for various diseases and disorders. Recently, a National Jai Vigyan Science & Technology Mission on development of new generation vaccines has been launched.

(c) to (f) Preclinical toxicological data of any new drug/vaccines needs to be generated in suitable animal species. This data is essentially required as per the "Drugs & Cosmetic" (8th Amendment) Rules-1988, Ministry of Health & Family Welfare, Govt. of India, 1991 and without any such data these drugs/vaccines can neither undergo clinical trials in humans nor can be used in human subjects and patients.

All the scientists/developers are aware of the existing Govt. of India guidelines including the guidelines issued under the "Prevention of the Cruelty to the Animals Act, 1960 and Breeding of and Experiments on Animals (Control & Supervision) Rules, 1998."

The bio-medical scientists have to obtain mandatory clearance from "Institutional Animal Ethical Committee" duly approved by the Committee for the Purpose of Controlling and Supervising Experiments on Animals (CPSCEA) before carrying out any experiment on animals.

Recently, guidelines for experiment on animals have been revised and scientists/institutes are strictly following these guidelines.

[English]

Statehood Status to Delhi

3012. SHRI VIJAY GOEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government propose to introduce a bill in the Parliament for full statehood status to Delhi;

(b) if so, the details thereof;

(c) whether the Government have received any objection from some section in this regard;

(d) if so, the details thereof;

(e) the reaction of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI):(a) to (e) There is a proposal to grant full Statehood to Delhi. The views of the Government of NCT of Delhi have been sought in the matter. No objection ro suggestion in connection with this issue has been received recently.

Crimes Against Women

3013. SHRI ANNASAHER M.K. PATIL:
SHRI RAM SHETH THAKUR:
SHRIMATI SHYAMA SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of sex crimes with women and children are on the rise in various prats of the country;

(b) if so, the reasons therefore;

(c) the number of cases detected during each of the last three years till date, crime-wise and State-wise;

(d) the number of cases relating to crimes against women pending/disposed of till date, Year-wise and State-wise;

(e) whether the Government propose to amend the criminal laws with a view to inflict severe punishment to guilty persons; and

(f) if not, the other steps proposed to be taken by the Government to prevent such crimes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (d) The information is being collected and will be laid on the Table of the House.

(e) and (f) 'Public Order' and 'Police' are State subjects as per the Seventh Schedule to the Constitution of India and, as such, registration, investigation detection and prevention of crime is primarily the responsibility of the State Governments. However, the Central Government has, from time to time, been writing to the State Governments stressing the need to take preventive, punitive and rehabilitative measures in connection with crimes against women, children and other vulnerable sections of the society. The Central Government is also presently considering a proposal to provide death as one of the penalties for the offence of rape.

UNICEF Project for Working Children

3014. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to start a project by the UNICEF to get the working children into schools;

(b) if so, the details thereof;

(c) the States and cities where this project is likely to be launched and the time by which it is likely to be started;

(d) whether this programme is being funded by some NGOs; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI SUMITRA MAHAJAN): (a) and (b) UNICEF is supporting the Government in many projects in the country to reduce Child Labour "Open Minds" is one of the projects put together jointly by UNICEF and Corporate sector for the purpose of financing education of children. The main objective of the project is to send 20,000 working children back to school in selected parts of the country.

In ten selected cities, NGOs are being identified to implement the specific activities. NGOs will be trained by other organisations to carry out specific activities which include.

(a) identify highly prevalent areas of child labour/ street children in the identified cities;

(b) enumerate children who are out of school;

(c) support families by identifying alternate means of employment and income generation;

(d) carry out capsule modules for helping children get non-formal education prior to enrolling them into primary schools in the areas;

(e) support children with means such as books, notebooks and uniforms;

(f) provide ongoing motivation, mobilisation and monitoring to ensure that these children stay in schools.

(c) to (e) The corporate sector will provide UNICEF with full financial support for implementing the project through identified non-governmental organisations in the following cities. Ahmedabad, Bangalore, Bhopal, Calcutta, Chennai, Delhi, Hyderabad, Jaipur, Lucknow and Mumbai. The corporate sector interested in funding the project will organise its own fund raising campaigns each year. UNICEF has informed that a sum of Rs. One crore has been raised and handed over to UNICEF in February this year which will be used by UNICEF as part of its supplementary funding programme within the framework of the "Government of India—UNICEF Programme of Co-operation" for funding the aforesaid NGOs.

Finance Corporation for Scheduled Tribe

3015. SHRI CHINTAMAN WANAGA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether Finance Corporation for Scheduled Tribes in various States have started their functioning;

(b) if so, the details thereof; and

(c) the details of funding pattern and monitoring system thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) to (c) Yes, Sir. This Ministry does not finance directly the State Scheduled Tribes Finance and Development Corporations. However, Ministry of Social Justice and Empowerment has been participating in the equity of State Scheduled Castes/Scheduled Tribes finance and Development Corporations in the ratio of 49.51. Nine combined Scheduled Castes and Scheduled Tribes finance and Development corporations are functioning in the States of Himachal Pradesh, Jammu and Kashmir, Karnataka, Orissa, Rajasthan, West Bengal, Sikkim and one such Corporation both for Union Territories of Dadra and Nagar Haveli and Daman and Diu. Through these Corporations, Scheduled Tribes beneficiaries are getting loans at concessional rate of interest for income generating schemes. Concerned State Governments under whom these Corporations are functioning, monitor their activities.

[Translation]

Withdrawal of Subsidy

3016. SHRI VAIKO:
SHRI C.P. RADHAKRISHNAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government propose to continue the subsidy on urea;

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

(c) the steps taken by the Government to prevent companies for appropriating the subsidies to themselves and ensure that the benefits of subsidies is passed on to farmers;

(d) whether the farmers do not get the sufficient quantity of fertilizers in time;

(e) if so, the reasons therefor; and

(f) the steps proposed to be taken by the Government in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) The extent and quantum of subsidy on urea in medium term will be dependent upon the country's fiscal capacity on the one hand and making fertilizers available in adequate quantity to the farmers at a reasonable price on the other hand. The benefit of subsidy is passed on to the farmers in the form of uniform and subsidised statutorily notified sale price which is far less than the cost of production.

(d) to (f) Urea is the only controlled fertilizer for which assessment and allocations are made State-wise. Urea supplies are arranged to the States as per the allocation on aggregate basis by the Government of India. The gap between the demand and indigenous production is bridged through imports. All other fertilizers have been decontrolled and their availability is contingent on market forces operating within the parameters of the Concession Schemes on sale of Phosphatic and Potassic fertilizers.

There have been no shortage of fertilizers reported by any State Government to the Department of Fertilizers.

[English]

Rural Library cum I.T. Centre

3017. SHRI M.V.V.S. MURTHI:

SHRI RAMCHANDER BAINDA:

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

(a) whether the Government propose to set up a rural library-cum-IT Centre with internet access facility in every village of the country;

(b) if so, the details thereof;

(c) the time by which the said libraries are likely to be set up;

(d) the extent to which this step is likely to help the country in achieving the total literacy; and

(e) the sources of funding such libraries?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) No, Sir.

(b) to (e) Do not arise.

Use of Flyash

3018. SHRI MOHAN RAWALE: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government propose to make use of flyash waste of coal based thermal power plants for making bricks and to use these bricks in Government funded construction industry roads and embankments; and

(b) if so, the details thereof?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKH DEV SINGH DHINDSA): (a) and (b) Government of India have been promoting and encouraging use of flyash generated from coal based thermal power plants for manufacture and use for various types of building materials including bricks. In order to promote large scale utilisation of flyash, several fiscal incentives such as excise duty exemption on the production of flyash bricks and customs duty exemption on the import of critical machinery/equipment have been announced by the Government. Fly ash bricks have also been incorporated in the schedule of Central Public Works Department so that these bricks can be used in Government construction projects.

Ministry of Environment & Forests have issued a Government notification for promoting use of fly ash in Government construction projects. Many State Governments have issued orders to their construction agencies for using fly ash bricks and some State Governments have given incentives for production of fly ash bricks/blocks. Apart from manufacturing bricks, fly ash is also being used in the construction of roads and embankments.

Clusters of Jhuggi Jhompries

3019. SHRI RAM CHANDER BAINDA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is the duty of Delhi Police to ensure that Government land in Delhi is not encroached upon;

(b) if so whether Delhi Police has kept a watch during the last two years that new clusters of Jhuggi Jhompries do not come up anywhere on Government land; and

(c) if so, the action taken by Delhi Police on its own initiations during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) The responsibility to ensure that the public land in the National Capital Territory of Delhi is not enroached upon primarily vests with the land owning agencies. However, Delhi Police takes appropriate action as per law against the encorachers on receipt of specific complaint from the land owning agency concerned. The number of cases registered by Delhi Police under section 100 of "The Delhi Police Act, 1978" and persons arrested in connection with these during the last two years is indicated below:—

Year	u/s 100 of Delhi Police Act	Persons arrested
1998	531	606
1999	508	687

Commercial Khokhas In NCT Delhi

3020. SHRI SAHIB SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether commerical khokhas exists in the R/W of roads in NCT-Delhi;

(b) if so, whether the Government propose to plan and develop "Service Centres" consisting of service repair shops weekly markets and informal shops etc. in the Master Plan of Delhi-2001; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) Yes, Sir.

(b) and (c) In the Master Plan of Delhi 2001, 19 Service Centres in Urban Delhi have been proposed to accommodate repair and service industries for automobiles, electrical appliances and buildings material shops. As reported by DDA, plans for 10 service centres have been prepared and approved and are at various stages of development. The commercial centres like Community Centres and Local Shopping Centres are also to make provisions for the component of "service centres", informal shopping and weekly markets.

Visit by Indian Team to Antarctica

3021. SHRI RAGHUNATH JHA: Will the Minister of OCEAN DEVELOPMENT be pleased to state:

(a) the number of frequency of Indian teams visited Antarctica during each of the last five years;

(b) the expenditure incurred on each expedition; and

(c) the details of finding at Antarctica?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) During the last five years, India has launched five annual scientific expeditions to mainland Antarctica. This includes the Indian Antractic expedition number 15th to 19th.

(b) The expenditure incurred for the above expeditions is as follows:

Expedition/year	Expenditure incurred
15th (1995-96)	Rs. 17.55 crores
16th (1996-97)	Rs. 21.06 crores
17th (1997-98)	Rs. 21.51 crores
18th (1998-99)	Rs. 19.61 crores
19th (1999-2000)	Rs. 18.50 crores (estimated)

(c) The major experiments mounted in Antarctica along with salient findings during the course of the above five expeditions were as follows: A three station magnetometer network was established which is recording geomagnetic pulsations used to ascertain plasma velocity on quiet and disturbed days:

An exciting array of instruments on trial basis like Dobson spectrophotometer, laser heterodyne system and mm-wave radio spectrometer were fabricated and mounted at Maitri for ozone measurements. India contributed to Antarctic climatological data base over the GTS.

Planetary Boundary Layer (PBL) studies were made which resulted into the design patenting of a Doppler Acoustic Sounder equipment;

Geological investigations were supplemented by thematic studies on phases of magnetism; structural history; litho-geochemistry for understanding the evolution of the Gondwanaland;

Ice-core drilling was successfully accomplished through raising ice cores upto depth of 90m. for palaeo-climatic studies;

Several experiments on bio-diversity of oasis ecosystems comprising the lake and terrestrial habitat were conducted which contributed directly to SCAR mounted programms;

Studies on microbial diversity yielded information on the possibility of engineering microbes for biodegradation in cold temperature and led to the detection of two microbes not reported earlier;

Preliminary data on various environmental niches were collected and a waste management and handling protocol was designed for our Antarctic operations;

On-line health monitoring of the structural components and generator sets in Maitri were achieved and a major engineering success was obtained in surmounting the acute problem of static charge in the station;

Near real time picture transmission between India and Antarctica was made possible using high speed data modems inter-phased through the satellite tele-linkage;

As a part of international programme, the establishment of a permanent GPS observatory has provided accurate positions in global reference frame which has helped to decipher the Antarctic plate movements in mm scale;

As a part of international programme, the establishment of a permanent seismic observatory has let to the continuous monitoring of the frequency and strength of natural and man made seismic shocks from Maitri;

As a part of international programme, the establishment of a permanent VLF observatory has helped to map the electro-magnetic whistler waves generated by the plasma processes over Antarctica;

A versatile Brewer Spectrophotometer was inducted as a part of the permanent meteorological observatory at Maitri to measure total ozone values and traces gas contents;

On global change front, a novel experiment on 'palyno-stratigraphic analysis of lake sedements has deciphered the age of the fresh water lakes and the migration of organo-debris from surrounding continents;

Energy balance studies of the ice sheet by measuring snow-ice albedo through deployment of automatic stand-alone weather stations (AWS) have been initiated.

Effect of UV-B radiation and cold stress on psychological/physiological interaction to appreciate the behavioral and physiological aspects of human being in Antarctic conditions.

[Translation]

Revival of Sick Chemicals and Fertilizers Units

3022. SHRI RAMJIVAN SINGH:
SHRI SHIVAJI VITHALRAO KAMBLE:
YOGI ADITYA NATH:
SHRI RAGHURAJ SINGH SHAKYA:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number and names of the chemical and fertilizer plants in the country and the number out the them lying closed along with the reasons for their closure, State-wise;

(b) the policy of the Government for the revival of these plants lying which are lying closed due to lack of modernization of machines;

(c) the names of the plants proposed to be revived during the current year, State-wise; and

(d) the scheme formulated for rehabilitation of the employees of these units?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (d) Consequent upon the liberalization of the Industrial Policy in 1991, chemical products have been de-licensed with the exception of a few hazardous chemicals. The entrepreneurs are only required to file an Industrial Entrepreneurs Memorandum (IEM) with the Ministry of Industry before taking up the manufacture of chemical products. The number of chemical plants in the country is vast and are spread over the organized sector and the small scale sector. The Central Government does not maintain a State-wise list of chemical plants in the country and of those which are lying closed.

2. No Public Sector Undertaking in the chemical sector is lying closed. However, the Delhi unit of M/s Hindustan Insecticides Limited stopped its operations with effect from 30.11.1996 consequent upon the Orders of Hon'ble Supreme Court. This unit is being relocated to Bhatinda in Punjab where the construction work of pesticide formulation plant is under way.

3. Production at the following plants of Fertilizer Public Sector Undertakings (PSUs) had to be discontinued for reasons of safety/feedstock limitation or unviability:—

(i) Ammonia-urea at Ramagundam (Andhra Pradesh), Talcher (Orissa) and Gorakhpur (Uttar Pradesh) of Fertilizer Corporation of India Limited (FCI);

(ii) Ammonium Sulphate plant at Namrup-I (Assam) and Ammonia-urea unit at Namrup-II (Assam) of Hindustan Fertilizer Corporation Limited (HFC);

(iii) Ammonia-urea units at Barauni (Bihar) and Durgapur (West Bengal) of HFC;

(iv) SSP units at Amjhore (Bihar), Saladipura (Rajasthan) and Rock Phosphate unit at Dehradun (Uttar Pradesh) of Pyrites, Phosphates and Chemicals Limited (PPCL); and

(v) Urea unit at Trombay (Maharashtra) of Rashtriya Chemicals & Fertilizers Limited (RCF);

4. The revival of Gorakhpur plant of FCI has not been found technoecofriendly feasible. Process is on to enable KRIBHCO to set up a new fertilizer plant at the existing site.

5. Comprehensive rehabilitation proposals for Ramagundam and Talcher units (FCI) Durgapur and Barauni units (HFC) on the basis of the unitwise techno-economic viability are to be submitted to the competent authority in the Government and thereafter for final sanction of Board for Industrial and Financial Reconstruction (BIFR).

6. The Government has approved the revival of Namrup units of HFC at an estimated fresh investment of Rs. 350 Crore. Arrangements have also been made for augmenting the supply of natural gas to these units. The Ammonium Sulphate plant of Namrup-I is to be scrapped as it has been found to be unviable and unsafe to operate.

7. The revival of Dehradun, Amjhore and Saladipura units will depend on the decision of the Government on the restructuring f PPCL.

8. The restart of RCF's Trombay-I urea plant requiring major repairs has not been found techno-economically viable and the company has decided not to operate this plant.

9. Budgetary support has been extended to the sick PSUs totwards standing charges comprising salary/wages, preservation, etc. Some of the manpower of these closed sick units is engaged in preservation and record activities. The manpower of the closed units of other PSUs has been redeployed on other activities within the organization. However, the issue of rehabilitation of the employees of the closed units belonging to the sick PSUs will depend on the decision of the Government on the rehabilitation proposals and sanction of BIFR.

10. A list of major fertilizer units functioning at present in the country and tne types of chemical fertilizers produced is given in the attached statement.

Details of Major fertilizer units functioning at present in the country and types of chemical fertilizers produced.

(A) Major units manufacturing nitrogenous & phosphatic fertilizers

Sl. No.	Name of Plant/Unit	State	Products.
1	2	3	4
Public Sector			
1.	National Fertilizers Ltd.: Nangal-I	Punjab	CAN
2.	National Fertilizers Ltd.: Nangal-II	Punjab	Urea
3.	National Fertilizers Ltd.: Bhatinda	Punjab	Urea
4.	National Fertilizers Ltd.: Panipat	Haryana	Urea

1	2	3	4
5.	National Fertilizers Ltd.: Vijaipur	M.P.	Urea
6.	National Fertilizers Ltd.: Vijaipur Expn.	M.P.	Urea
7.	Fertilizers & Chemicals Travancore Ltd.: Udyogamandal	Kerala	A/S, 20:20, SSP
8.	Fertilizers & Chemicals Travancore Ltd.: Cochin-I	Kerala	Urea
9.	Fertilizers & Chemicals Travancore Ltd.: Cochin-II	Kerala	DAP, 20:20
10.	Rashtriya Chemicals & Fertilizers Ltd.: Trombay	Maharashtra	Urea, 15:15:15
11.	Rashtriya Chemicals & Fertilizers Ltd.: Trombay-IV	Maharashtra	ANP (20.7.20.7)
12.	Rashtriya Chemicals & Fertilizers Ltd.: Trombay-V	Maharashtra	Urea
13.	Rashtriya Chemicals & Fertilizers Ltd.: Thal	Maharashtra	Urea
14.	Hindustan Fertilizer Corporation Ltd.: Namrup-I	Assam	A/S
15.	Hindustan Fertilizer Corporation Ltd.: Namrup-II	Assam	Urea
16.	Hindustan Fertilizer Corporation Ltd.: Namrup-III	Assam	Urea
17.	Hindustan Fertilizer Corporation Ltd.: Durgapur	W.B.	Urea
18.	Hindustan Fertilizer Corporation Ltd.: Barauni	Bihar	Urea
19.	Fertilizer Corporation of India Ltd.: Sindri Modern	Bihar	A/S, Urea
20.	Fertilizer Corporation of India Ltd.: Gorakhpur	U.P.	Urea
21.	Fertilizer Corporation of India Ltd.: Ramagundam	A.P.	Urea
22.	Fertilizer Corporation of India Ltd.: Talcher	Orissa	Urea
23.	Madras Fertilizers Ltd.: Chennai	Tamil Nadu	Urea, 17:17:17,19:19:19
24.	Steel Authority of India Ltd.: Rourkela	Orissa	CAN
25.	Neyveli Lignite Corporation Ltd: Neyveli	Tamil Nadu	Urea
26.	Pradeep Phosphates Ltd.: Paradeep	Orissa	DAP
	Cooperative Sector:		
1.	Indian Farmers Fertiliser Cooperative Ltd.: Kalol	Gujarat	Urea
2.	Indian Farmers Fertiliser Cooperative Ltd.: Kandla	Gujarat	DAP, 10:26:26,12:32:16
3.	Indian Farmers Fertiliser Cooperative Ltd.: Phulpur	U.P.	Urea
4.	Indian Farmers Fertiliser Cooperative Ltd.: Phulpur Expn.	U.P.	Urea
5.	Indian Farmers Fertiliser Cooperative Ltd.: Aonla	U.P.	Urea
6.	Indian Farmers Fertiliser Cooperative Ltd.: Aonla Expn.	U.P.	Urea
7.	Krishak Bharati Cooperative Ltd.: Hazira	Gujarat	Urea

1	2	3	4
Joint Sector:			
1.	Mangalore Chemcials & Fertilizers Ltd.: Mangalore	Karnataka	Urea, DAP
2.	Gujarat State Fertilizers Company Ltd.: Vadodara	Gujarat	Urea, DAP, A/S
3.	Gujarat State Fertilizers Company Ltd.: Sikka	Gujarat	DAP
4.	Southern Petrochemical Industries Corpn. Ltd. Tuticorin	Tamil Nadu	Urea, DAP
5.	Gujarat Narmada Valley Fertilizers Co. Ltd.: Bharauch	Gujarat	Urea, CAN, 23:23
6.	Gudavari Fertilizers & Chemicals Ltd.: Kakinada	A.P.	DAP
Private Sector			
1.	Coromandal Fertilizers Ltd.: Vizag	A.P.	28:28, 14:35:14, 20:20
2.	Shriram Fertilizers & Chemicals Ltd.: Kota	Rajasthan	Urea
3.	Zauri Industries Ltd.: Goa	Goa	Urea, DAP, 20:20, 10:26:26, 19:19:19
4.	Indo Gulf Fertilizers & Chemicals Corpn. Jagdishpur	U.P.	Urea
5.	Hindustan Lever Ltd.:	W.B.	DAP
6.	Deepak Fertilizers & Petro Chemicals Corpn.: Taloja	Maharashtra	23:23
7.	EID Parry Ltd.: Ennore	Tamil Nadu	16:20
8.	Duncans Industries Ltd.: Kanpur	U.P.	Urea
9.	Punjab National Fertilizers & Chemicals Ltd.: Nangal	Punjab	A/C
10.	Tuticorin Alkalines Ltd.: Tuticorin	Tamil Nadu	A/C
11.	Nagarjuna Fertilizers & Chemicals Ltd.: Kakinada	A.P.	Urea
12.	Nagarjuna Fertilizers & Chemicals Ltd.: Kakinada Expn.	A.P.	Urea
13.	Chambal Fertilizers & Chemicals Ltd.: Gadepan	Rajasthan	Urea
14.	Chambal Fertilizers & Chemicals Ltd.: Gadepan Expn.	Rajasthan	Urea
15.	Tata Chemicals Ltd.: Babrala	U.P.	Urea
16.	Oswal Chemicals & Fertilizers Ltd.: Shahjahnpur	U.P.	Urea
	(B) Other units producing Fertilizer as By-Product		
Public Sector:			
1.	Steel Authority of India Ltd.: Rourkela	Orissa	A/S
2.	Steel Authority of India Ltd.: Durgapur	W.B.	A/S
3.	Steel Authority of India Ltd.: Bhilai	M.P.	A/S
4.	Steel Authority of India Ltd.: Bokara	Bihar	A/S
5.	Rashtriya Ispat Nigam. Vizag	A.P.	A/S
Joint Sector:			
1.	Gujarat State Fertilizers & Chemicals Ltd.: Polymer Unit	Gujarat	A/S
Private Sector			
1.	Tata Iron & Steel Company: Jamshedpur	Bihar	A/S
2.	Cyanides & Chemicals Ltd.: Surat	Gujarat	A/S

[English]

Insurgency in Tripura

3023. SHRI SAMAR CHOUDHURY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of Personnel of security forces killed/injured in encounter with the rebel militants in Tripura during the last three years;

(b) the number of civilians killed/injured within the area under special power of Arms Act in Tripura;

(c) the number of weapons and ammunitions seized and recovered from the extremists in Tripura; and

(d) the number of weapons and ammunitions lost to the hands of extremists by Indian armed forces?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) to (d) Available information is as follows:—

	1997	1998	1999
Personnel to Security forces killed	50	25	42
Personal of Security forces injured	13	42	21
Civilians killed	170	178	180
Arms recovered from extremists	95	154	76
Arms lost by security forces	47	6	26

Malaria

3024. SHRI DINSHA PATEL:
SHRIMATI KAILASHO DEVI:

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

(a) the cases of malaria detected in the country during the last two years, State-wise;

(b) whether there is any proposal to make affordable insecticides available for malaria control in rural areas;

(c) if so, the details thereof and the time by which a final decision is likely to be taken in this regard;

(d) whether the national malaria eradication programme will expedite the process of approval and use of new effective medicines; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Requisite information is given in the attached statement.

(b) and (c) Under the National Anti Malaria Programme approved insecticides like DDT, Malathioin and some of the Synthetic Pyrethrodies are being used in rural areas for control of Malaria after assessing the bio-efficacy, safety and cost effectiveness.

(d) and (e) Anti Malaria drugs like Chloroquine, Primaquine, Sulpha-pyremethamine combination, Quinine tablets and Injections are already being used under the Programme. A newer drug. Artemisinin has also been introduced under the Enhanced Malaria Control Project with World Bank support for the treatment of severe and complicated malaria cases.

Statement

Statement Showing number of positive cases of Malaria in States/UTs during 1998 and 1999

Sl. No.	Name of the State	During 1998	During 1999
1	2	3	4
1.	Andhra Pradesh	118800	124806
2.	Arunachal Pradesh	49554	50819
3.	Assam	94645	122350
4.	Bihar	114958	117988
5.	Goa	25975	15380
6.	Gujarat	106825	61644
7.	Haryana	12115	2602

1	2	3	4
8.	Himachal Pradesh	1433	700
9.	Jammu & Kashmir	5451	3535
10.	Karnataka	118753	93651
11.	Kerala	7439	4968
12.	Madhya Pradesh	475098	417284
13.	Maharashtra	165985	138575
14.	Manipur	1306	2563
15.	Meghalaya	17618	12913
16.	Mizoram	10137	13705
17.	Nagaland	1989	3129
18.	Orissa	478056	273266
19.	Punjab	5316	1113
20.	Rajasthan	76438	48780
21.	Sikkim	15	13
22.	Tamil Nadu	63915	51626
23.	Tripura	12595	12920
24.	Uttar Pradesh	112291	86048
25.	West Bengal	132088	197539
	Union Territories		
1.	Andaman & Nicobar Islands	1247	937
2.	Chandigarh	1675	456
3.	Dadra & Nagar Haveli	6225	3303
4.	Daman & Diu	625	352
5.	NCT of Delhi	4050	2761
6.	Pondicherry	168	147
7.	Lakshadweep	4	1
	Total	2222789	1865874

Increase in Taxation on Tobacco

3025. SHRI G.S. BASAVARAJ:
SHRI VILAS MUTTEMWAR:

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

(a) whether South East Asian Regional Committee of the W.H.O. has recommended to their member countries to increase taxation on tobacco and to enact Legislation on the use of Tobacco;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) WHO Regional Committee for Sourth East Asia in its Fifty-second Session held at Dhaka on 6-9 September, 1999 has urged Member-States (1) to constitute a multi sectoral national council to facilitate nation-wide tobacco control activities; (2) to adopt and strengthen policies which will reduce tobacco consumption including inter-alia: restricting and prohibiting advertisements and promotion of all forms of tobacco products; enforcing regulations governing the packaging, visibility and effectiveness of health warnings; increasing taxes on tobacco products; intensifying consumer education on health hazards of tobacco; undertaking cessation programmes; expanding and enforcing smoking free areas and conducting focussed research; and (3) to actively participate in the development and negotiations of the WHO framework convention on tobacco control.

(c) The Committee on Subordinate Legislation (Tenth Lok Sabha) in its 22nd Report had also made several recommendations primarily intended to discourage the use of tobacco and tobacco products. Government is examining these recommendations and the draft legislation is under consideration of the Government.

[Translation]

VVIP Security

3026. SHRI CHANDRESH PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of VIPs/VVIPs provided security at present;

(b) the number of police personnel, commandoes and NSG withdrawn from the security of VVIPs;

(c) the details of VIPs/VVIPs killed/injured despite being provided security cover during 1998-1999 and till February 15, 2000; and

(d) the details of security guards/police personnel killed/injured during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) Besides the 3 VVIPs i.e. the President of India, the Vice-President of India and the Prime Minister, security is being provided to 393 protectees in Delhi by the Delhi Police.

(b) No withdrawal of the police personnel or commandoes has been made from the security of VVIPs.

(c) No VIP or VVIP who is being provided security by Delhi Police has been killed or injured during the period 1998 to February 15, 2000.

(d) No security personnel deployed on the security of the protectees of Delhi Police was killed or injured in the process of providing security from 1998 till 15th February, 2000.

[English]

Cataract

3027. SHRI KODIKUNNIL SURESH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the performance of the various State Programmes for the control of Blindness and the district blindness control societies in each of the State; and

(b) the funds released under the National Blindness Control Programme during the last three years and the current year, State/Union Territory-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) State/UT-wise targets and achievements, which includes the achievements of all District Blindness Control Societies under the National Programme for Control of Blindness during last three years and current year are given in statement-I enclosed.

(b) Funds released to the States/UTs (Cash Grants and Grant-in-aid to District Blindness Control Societies) during last three years and current year are given in the statement-II enclosed.

Statement-I

National Programme for Control of Blindness
Performance of Cataract Surgery: 1996-2000

	1996-97		1997-98		1998-99		1999-2000	
State	Target	Achievement	Target	Achievement	Target	Achievement	Target	Achievement
1	2	3	4	5	6	7	8	9
Andhra Pradesh	220000	275163	246400	295735	271,050	340,478	296,000	268,010
Arunachal Pradesh	600	360	672	437	750	475	900	496
Assam	50000	17813	36000	26366	40,000	19,588	42,000	3,728
Bihar	175000	127450	175000	124586	192,500	110,121	210,000	50,040
Goa	5000	4093	5600	4767	6,150	4,472	6,500	3,795
Gujarat	168000	248681	229160	274243	252,000	291,030	290,000	342,735
Haryana	80000	70063	89600	78505	98,600	87,757	100,000	12,503
Himachal Pradesh	10000	9813	11200	13075	12,300	12,652	14,500	10,018

1	2	3	4	5	6	7	8	9
Jammu & Kashmir	9000	6332	10080	7109	11,100	21,805	12,500	2,174
Karnataka	150000	134553	168000	165000	184,800	172,569	200,000	98,773
Kerala	55000	50140	61600	59358	67,800	65,728	80,000	62,114
Madhya Pradesh	250000	212954	280000	254138	308,000	287,201	300,000	130,410
Maharashtra	300000	357407	336000	389701	369,600	404,738	400,000	300,293
Manipur	1500	541	1680	567	1,850	1,020	2,000	443
Meghalaya	1500	933	1680	897	1,850	1,053	2,000	411
Mizoram	500	238	560	392	600	556	750	376
Nagaland	300	430	336	373	360	324	450	187
Orissa	100000	60641	112000	74713	123,200	79,271	125,000	43,400
Punjab	120000	119354	134400	126182	147,850	144,885	150,000	97,408
Rajasthan	160000	136103	179200	157243	197,200	176,955	194,000	131,604
Sikkim	600	563	672	948	750	675	950	434
Tamil Nadu	275000	296847	308000	329773	338,800	373,690	350,000	285,164
Tripura	5000	5249	5600	6504	6,160	6,165	7,000	5,188
Uttar Pradesh	350000	370690	392000	419865	413,200	472,029	435,000	349,800
West Bengal	150000	144000	168000	146405	184,800	169,397	200,000	83,489
Pondicherry	4000	5056	4480	4632	5,000	5,033	5,600	4,736
Andaman & Nicobar	400	358	448	277	500	402	500	375
Chandigarh	2750	3103	3080	3717	3,400	3,802	3,600	3,250
Dadra & Nagar Haveli	200	226	224	188	250	286	350	184
Daman & Diu	200	273	224	240	250	261	350	302
Delhi	50000	54964	56000	64150	61,600	60,389	70,000	25,249
Lakshadweep	50	18	56	22	60	-	50	5
E.S.I.A.F., C.R.		8127	-	4509	-	5,498	-	3,466
Total	**2694600**	**2722536**	**3017952**	**3034617**	**3302330**	**3320305**	**3500000**	**2,320,560**

*Provisional, reported up to December 1999/Jan 2000

Statement-II

Funds Released to States under National Programme for Control of Blindness

(Rs. in Lakhs)

State	Cash Grants	GIA to DBCS 1996-97	Total Grants	Cash Grants	GIA to DBCS 1997-98	Total Grants	Cash Grants	GIA to DBCS 1998-99	Total Grants	Cash Grants	GIA to DBCS 1999-2000#	Total Grants	Total Grants (1996-99)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
World Bank Project States													
Andhra Pradesh	38.44	135.00	173.44	204.34	257.00	461.34	88.50	364.00	452.50	159.25	200.15	359.40	1,087.28
Madhya Pradesh	405.07	301.00	706.07	138.40	455.00	593.40	568.67	408.00	976.67	223.50	432.00	655.50	2,276.14
Maharashtra	117.80	123.00	240.80	99.27	313.00	412.27	87.00	362.00	449.00	352.75	279.00	631.75	1,102.07
Orissa	67.18	111.00	178.18	312.20	204.00	516.20	331.08	220.00	551.08	129.25	291.00	420.25	1,245.46
Rajasthan	78.62	117.00	195.62	46.60	243.00	289.60	35.50	289.00	324.50	122.50	134.80	257.30	809.72
Tamil Nadu	106.54	108.00	214.54	444.47	219.00	663.47	551.00	316.00	867.00	462.18	544.64	1006.82	1,745.46
Uttar Pradesh	725.97	285.00	1,010.97	138.28	564.00	702.28	207.25	599.50	806.75	318.32	356.00	674.32	2,520.00
Sub-Total	1,539.62	1,180.00	2,719.62	1,383.56	2,255.00	3,638.56	1,869.00	2,558.50	4,427.50	1,767.75	2,237.59	4,005.34	10,785.68
Other States													
Arunachal Pradesh	3.82	0.00	3.82	4.04	5.00	9.04	4.50	4.00	8.50	6.00	9.00	15.00	21.36
Assam	1.82	6.00	7.82	4.54	85.50	90.04	49.65	57.50	107.15	24.75	40.00	64.75	205.01
Bihar	0.00	54.00	54.00	7.44	167.50	174.94	19.50	184.50	204.00	18.00	108.00	126.00	432.94
Delhi	0.00	0.00	0.00	1.25	11.50	12.75	11.20	13.50	24.70	12.52	20.88	33.40	37.45
Goa	7.24	0.00	7.24	5.25	3.50	8.75	63.00	0.15	63.15	11.50	3.00	14.50	79.14
Gujarat	0.00	27.00	27.00	4.01	125.50	129.51	39.99	114.15	154.14	268.52	59.00	327.52	310.65
Haryana	3.71	3.00	6.71	2.97	54.50	57.47	37.50	63.50	101.00	115.27	24.00	139.27	165.18
Himachal Pradesh	0.00	6.00	6.00	2.97	29.50	32.47	34.03	49.50	83.53	55.25	15.00	70.25	122.00
Jammu & Kashmir	40.97	0.00	40.97	20.66	19.00	39.66	52.50	39.50	92.00	22.75	15.00	37.75	172.63
Karntaka	76.58	81.00	157.58	11.78	159.00	170.78	62.01	196.00	258.01	175.25	149.95	325.20	586.37
Kerala	8.10	9.00	17.10	6.84	54.50	61.34	16.07	75.50	91.57	107.24	83.70	190.94	170.01
Manipur	0.00	6.00	6.00	1.77	8.50	10.27	16.76	9.15	25.91	7.00	0.00	7.00	42.18
Meghalaya	5.27	3.00	8.27	4.56	17.50	22.06	11.60	15.15	26.75	9.00	15.00	24.00	57.08
Mizoram	11.30	9.00	20.30	1.54	5.00	6.54	16.60	9.15	25.75	9.50	14.00	23.50	52.59

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Nagaland	0.00	0.00	0.00	3.85	2.50	6.35	56.95	7.15	64.10	11.00	3.00	14.00	70.45
Punjab	3.83	18.00	21.83	4.15	52.50	56.65	5.10	51.50	56.60	121.61	48.00	169.61	135.08
Sikkim	11.46	0.00	11.46	7.92	0.00	7.92	26.30	12.00	38.30	6.25	12.00	18.25	57.68
Tripura	9.71	6.00	15.71	7.77	12.50	20.27	37.74	13.15	50.89	17.39	9.00	26.39	86.87
West Bengal	0.00	12.00	12.00	3.25	54.00	57.25	6.20	135.50	141.70	77.10	77.00	154.10	210.95
A&n Islands	1.30	0.00	1.30	4.00	3.00	7.00	3.80	4.00	7.80	10.67	0.00	10.67	16.10
Chandigarh	5.74	3.00	8.74	4.00	3.00	7.00	3.60	7.00	10.60	10.24	0.00	10.24	26.34
D&N Haveli	2.00	0.00	2.00	4.00	3.00	7.00	3.70	3.00	6.70	2.50	0.00	2.50	15.70
Daman & Diu	1.50	0.00	1.50	4.00	0.00	4.00	3.70	4.00	7.70	9.40	0.00	9.40	13.20
Lakshadweep	1.50	0.00	1.50	7.04	0.00	7.04	17.70	0.00	17.70	2.72	3.00	5.72	26.24
Pondicherry	1.50	0.00	1.50	4.00	0.00	4.00	2.30	3.00	5.30	20.82	0.00	20.82	10.80
Sub-Total	197.35	243.00	440.35	133.60	876.50	1,010.10	602.00	1,071.55	1,673.55	1,132.25	708.53	1,840.78	3,124.00
Grant-Total	1,736.97	1,423.00	3,159.97	1,517.16	3,131.50	4,648.66	2,471.00	3,630.05	6,101.05	2,900.00	2,946.12	5,846.12	13,909.68

#Provisional

Deaths Due to Tobacco

3028. SHRI MADHAVRAO SCINDIA:
SHRI A. NARENDRA:
SHRI SUSHIL KUMAR SHINDE:
SHRI MOHAN RAWALE:
SHRIMATI SHYAMA SINGH:

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

(a) the number of deaths due to tobacco related diseases during each of the last three years and the current year State/UT-wise;

(b) the steps taken to bring it down without adversely affecting the interest of the tobacco growers;

(c) whether despite imposition of ban on smoking in public places, its implementation is not effective; and

(d) if so, the effective steps proposed to be taken by the Government to implement the ban on smoking strictly in Government offices in Delhi and other States?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) The year wise and State-wise break-up of deaths due to tobacco use is not available. Based on a study by the Indian Council of Medical Research Utilising the data of National Sample Survey Organisation, Tata Institute of Fundamental Research, etc. the estimated number of persons dying every year due to tobacco is about 8 lakhs.

(b) to (d) The Committee on Subordinate Legislation (Tenth Lok Sabha) in its 22nd Report had made several recommendations Primarily intended to discourage the use of tobacco and tobacco products. The Government is examining these recommendations and a draft legislation is under consideration of the Government.

Allotment of Government Accommodation

3029. SHRI RAMJEE MANJHI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether employees of Delhi Government are eligible for allotment of Government accommodation allotted by Directorate of Estates;

(b) if so, the details thereof;

(c) whether there is a disparity in alloting the Government accommodation to the employees of Delhi Government by the Directorate of Estates; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) to (d) The employees working in the offices of Delhi Government (Govt. of NCT of Delhi), which have been specifically declared eligible as such, are eligible for allotment of General Pool accommodation in Delhi administered by the Directorate of Estates. Since the Delhi Administration has its own substantial pool of accommodation, the allotment of General Pool accommodation to an employee of Govt. of NCT of Delhi is made subject to the condition that no officer junior to him has been allotted accommodation from the departmental pool of Delhi Administration.

ST Literacy Rate

3030. SHRI ANANTA NAYAK: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the National rate of literacy among Scheduled Tribes according to the last census, State-wise;

(b) the breakup of Male and Female Tribal literacy rate, State-wise;

(c) whether any efforts have been made to increase literacy rate among Tribals since then;

(d) if so, the details of schemes sponsored by the Government for the purpose; and

(e) the achievements made so far in this regard?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) and (b) The information is given in the attached statement.

(c) and (d) Yes Sir, four schemes are being run by the Ministry of Tribal Affairs namely Boys Hostels for STs, Girls hostels for STs, Ashram Schools in Tribal Sub Plan Area and Educational Complex in Low Literacy Pockets for Development of Women Literacy in Tribal Areas.

(e) Under the Scheme of Boys Hostels for STs a total of 528 Boys Hostels have been sanctioned to State Governments/U.Ts for accommodating 15837 Boy Students at middle, secondary, college and university stage of education since 1992-93. Under the scheme of Girls Hostels for STs a total of 483 Girls hostels have been sanctioned to State Governments/U.Ts for accommodating 15718 girl students at middle, secondary, college and university stage of education since 1992-93. Under the scheme of Establishment of Ashram Schools in Tribal Sub-Plan Areas a total of 499 Ashram Schools have been sanctioned to State Government since 1992-93. The Scheme of 'Educational Complex in Low Literacy Pockets for Development of women Literacy in Tribal Areas' was started since 1993-94. As per 1991 census 136 districts of the country were identified where literacy rate among ST women was less than 10%. The scheme of Educational Complex is operational in these districts only.

Statement

Literacy rates as per 1991 census

Scheduled Tribes

Sl. No.	Name of the State	Person	Male	Female
1	2	3	4	5
1.	Andhra Pradesh	17.16	25.25	8.68
2.	Arunachal Pradesh	34.45	44	24.94
3.	Assam	49.16	58.93	38.98
4.	Bihar	26.78	38.4	14.75
5.	Goa	42.91	54.43	29.01
6.	Gujarat	36.45	48.25	24.2
7.	Haryana	—	—	—

1	2	3	4	5
8.	Himachal Pradesh	47.09	62.74	31.18
9.	Jammu & Kashmir	—	—	—
10.	Karnataka	36.01	47.95	23.57
11.	Kerala	57.22	63.38	51.07
12.	Madhya Pradesh	21.54	32.16	10.73
13.	Maharashtra	36.79	49.09	24.03
14.	Manipur	53.63	62.39	44.48
15.	Meghalaya	46.71	49.78	43.63
16.	Mizoram	82.71	86.66	78.7
17.	Nagaland	60.59	66.27	54.51
18.	Orissa	22.31	34.44	10.21
19.	Punjab	—	—	—
20.	Rajasthan	19.44	33.29	4.42
21.	Sikkim	59.01	66.8	50.37
22.	Tamil Nadu	27.89	35.25	20.23
23.	Tripura	40.37	52.88	27.34
24.	Uttar Pradesh	35.70	49.95	19.86
25.	West Bengal	27.78	40.07	14.98
26.	A & N Island	56.62	64.16	48.74
27.	Chandigarh	—	—	—
28.	D & N Haveli	28.21	40.75	15.94
29.	Daman & Diu	52.91	63.58	41.49
30.	Delhi	—	—	—
31.	Lakshadweep	80.58	89.5	71.72
32.	Pondicherry	—	—	—
	India	29.60	40.65	18.19

District Primary Educatin Programme

3031. SHRI A. VENKATESH NAIK:
SHRI ASHOK N. MOHOL:

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

(a) the names of districts brought under DPEP in the country particularly in Maharashtra and Karnataka;

(b) the amount of allocated and spent under this scheme in each State during the last three years, year-wise;

(c) the details of funds received from the external sources for the programme;

(d) the achievements made under the programme, State-wise and particularly in Maharashtra and Karnataka;

(e) whether cases of bungling in the implementation of the programme have come to the notice of the Government;

(f) if so, the details thereof, State-wise and the action taken by the Government thereon and the further steps being taken to improve the implementation of the programme;

(g) whether some States have sought enhancement of funds for the implementation of the Programme;

(h) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) The names of districts of various States, including those in Maharashtra and Karnataka, persently covered under the District Primary Education Programme (DPEP) are given in the enclosed statement-I.

(b) and (c) Funds released by the Government of India to the various States, expenditure incurred and the reimbursement received from the external funding agencies under DPEP during the last three years (1997-98 to 1999-2000, upto January, 2000) is given in enclosed statement-II, III and IV respectively.

(d) The various Review Missions and evaluatory studies conducted for the programme have brought out that DPEP has created an impact on the entire Primary Education System. There has been significant increase in enrolment in the DPEP districts, gender and social inequities have been substantially reduced and preliminary signs of increased learning achievements, improvements in classroom processes are in evidence. Major physical achievements of the programme in the various States, including Maharashtra and Karnataka, are indicated in statement-V.

(e) and (f) Complaints received from various sources about alleged irregularities in the implementation of the programme and observations made by the auditors, including the Accountant Generals, are brought to the notice of the concerned State Implementation Societies/ State Government for appropriate action since they are responsible for the actual implementation of the programme. With a view to ensuring effective implementation of the programme, it is being supervised and monitored at the national level through the mechansim of Joint Review Missions, computerised Programme Management Information System (PMIS)/Educational Management Information System (EMIS), meetings of the Project Board and General Council of the DPEP Mission, participation in the meetings of the Executive Committees of the State Implementation Societies, providing regular technical/professional support to the programme, obtaining periodic reports from the Project States etc.

(g) to (i) A proposal has been received from the Government of Karnataka for allocation of additional funds for implementation of DPEP in 4 districts covered under phase-I of the programme since expenditure on the project is likely to exceed the approved project cost for these districts. The proposal for allocation of additional funds amounting to Rs 53.32 crores has been processed by this Department for seeking the requisite approval.

Statement-I

1.	Assam [9]	Darrang, Dhubri, Karbi Anglong, Morigaon Kokrajhar, Bongaigaon, Goalpara, Barpeta, Sonitpur
2.	Haryana [7]	Hissar, Jind, Kaithal, Sirsa Gurgaon, Bhiwani, Mahendragarh
3.	Karnataka [11]	Belgaum, Kolar, Mandya, Raichur Bellary, Bidar, Gulbarga, Mysore, Bijapur, Bangalore (Rural), Dharwad
4.	Kerala [6]	Kasaragode, Mallapuram, Wayanad Thiruvananthapuram, Iddukki, Palakkad
5.	Madhya Pradesh [34]	Betul, Bilaspur, Chhatarpur, Dhar, Guna, Mandsaur, Panna, Raigarh, Raisen, Rajgarh, Rajnandgaon, Ratlam, Rewa, Surguja, Satna, Sehore, Shahdol, Sidhi, Tikamgarh Mandla, Seoni, Shivpuri, Bhind, Morena, Bastar, Vidisha, Jhabua, Datia, Khargone, Dewas, Shajapur, Raipur, Khandwa, Damoh
6.	Maharashtra [9]	Aurangabad, Latur, Nanded, Osmanabad, Parbhani Bid, Dhule, Gadchiroli, Jalna
7.	Tamil Nadu [6]	Dharmapur, South Arcot, Thiruvannamalai Pudhukottai, Ramanathapuram, Perambalur Thiruvaluvar

8.	Andhra Pradesh [19]	Karimnagar, Kurnool, Nellore, Warangal, Vizianagaram Adilabad, Ananthapur, Chitoor, Cuddappah, Guntur, Khammam, Mahaboobnagar, Medak, Nalgonda, Nizamabad, Prakasham, Rangareddy, Srikakulam and Visakhapatnam
9.	Gujarat [3]	Banaskantha, Dang, Panchmahal
10.	Himachal Pradesh [4]	Chamba, Kullu, Lahaul & Spiti, Sirmour
11.	Orissa [8]	Bolangir, Dhenkanal, Kalahandi, Rayagada, Gajapati Baragarh, Sambalpur, Keonjha
12.	West Bengal [10]	Bankura, Birbhum, Cooch Behar, Murshidabad, South Parganas, Jalpaiguri, Malda Purulia, North Dinajpur, South Dinajpur
13.	Uttar Pradesh [56]	Maharajganj, Siddharthanagar, Gonda, Badaun, Kheri, Lalitpur, Pillibhit, Basti Moradabad, Shahjahanpur, Sonbhadra, Deoria, Hardoi, Bareilly, Firozabad, Rampur Bahraich, Barabanki.
		Agra, Azamgarh, Bageshwar, Balia, Bijnaur, Bulandshahar, Etah, Faizabad, Ambedkar Nagar, Farrukhabad, Kannauj, Fatehpur, Ghaziabad, Gautam Budh Nagar, Ghazipur, Hamirpur, Mahoba, Hardwar, Jalaun, Jaunpur, Jhansi, Kanpur Dehat, Mainpuri, Mathura, Mau, Meerut, Baghapat, Mirzapur, Muzaffarnagar, Padrauna, Pratapgarh, Pithoragarh, Champawat, Rae-Bareli, Sultanpur, Tehri Garhwal, Unnao, Uttar Kashi.
14.	Bihar [17 educational districts, comprising 27 revenue districts]	Muzaffarpur, West Champaran, Ranchi, Chatra, Sitamarhi, Sheohar, Rohtas, Kaimur, East Singhbhum (Jamshedpur), Vaishali, Darbhanga, Gaya, Dumka, West Singhbhum (Chaibassa), Purnea, Araria, Kishanganj, Bhojpur, Buxar, Munger, Jamui, Lakhisarai, Sheikhpura, Bhagalpur, Banka, Hazaribagh, Koderma.
15.	Rajasthan [10]	Alwar, Bhilwara, Jhalawar, Jhunjhunu, Kota, Nagaur, Sikar, Sirohi, Sri Ganganagar, Tonk

Note:- Figures in bracket indicate number of districts covered in the State.

Total Districts-219

Statement-II

(Rs. in crore)

Sl.No.	State	Funds released by Government of India			
		1997-98	1998-99	1999-2000 upto January 2000	Total
1	2	3	4	5	6
1.	Assam	30.37	23.00	44.13	97.50
2.	Andhra Pradesh	34.18	20.00	241.00	295.18
3.	Bihar	18.02	34.94	16.00	68.96
4.	Gujarat	10.56	17.00	10.00	37.56
5.	Haryana	36.67	5.00	7.00	48.67
6.	Himachal Pradesh	18.74	14.76	10.00	43.50
7.	Karnataka	60.18	84.00	21.48	165.66
8.	Kerala	30.13	26.00	6.00	62.13

1	2	3	4	5	6
9.	Madhya Pradesh	117.84	160.84	47.00	325.68
10.	Maharashtra	50.33	23.49	19.00	92.82
11.	Orissa	21.15	15.00	0.50	36.65
12.	Rajasthan	0.00	0.00	30.50	30.50
13.	Tamil Nadu	43.40	19.19	14.25	76.84
14.	Uttar Pradesh	54.49	89.50	30.00	173.99
15.	West Bengal	19.00	13.03	11.00	43.03
	Total	545.06	545.75	507.86	1598.67

Statement-III

(Rs. in crores)

Sl. No.	State	Amont spent			
		1997-98	1998-99	1999-2000 upto January 2000	Total
1.	Assam	18.20	37.00	29.10	84.30
2.	Andhra Pradesh	19.88	162.05	125.00	306.93
3.	Bihar	4.36	42.70	39.00	86.06
4.	Gujarat	10.34	17.67	15.11	43.12
5.	Haryana	22.34	21.80	15.25	59.39
6.	Himachal Pradesh	14.93	17.35	12.40	44.68
7.	Karnataka	92.80	85.51	64.29	242.60
8.	Kerala	22.07	29.28	22.60	73.95
9.	Madhya Pradesh	99.00	163.32	130.00	392.32
10.	Maharashtra	30.36	37.72	30.19	98.27
11.	Orissa	12.15	19.80	14.70	46.65
12.	Rajasthan	0.00	0.00	2.13	2.13
13.	Tamil Nadu	32.34	29.66	28.44	90.44
14.	Uttar Pradesh	16.52	93.77	70.00	180.29
15.	West Bengal	7.20	17.04	19.00	43.24
	Total	402.49	774.67	617.21	1794.37

Statement-IV

(Rs. in crores)

Sl.No.	State	Amount reimbursed by external funding agencies			
		1997-98	1998-99	1999-2000 upto January 2000	Total
1.	Assam	15.68	31.60	24.46	71.74
2.	Andhra Pradesh	16.90	143.41	109.39	269.70
3.	Bihar	3.71	35.38	29.87	68.96
4.	Gujarat	9.18	15.53	12.76	37.47
5.	Haryana	19.92	18.59	12.59	51.10
6.	Himachal Pradesh	13.03	15.11	10.69	38.83
7.	Karnataka	51.25	72.81	53.90	177.96
8.	Kerala	20.43	26.15	20.27	66.85
9.	Madhya Pradesh	213.16	59.20	229.90	502.26
10.	Maharashtra	26.69	32.16	24.89	83.74
11.	Orissa	10.80	17.44	12.89	41.13
12.	Rajasthan	0.00	0.00	1.77	1.77
13.	Tamil Nadu	28.16	24.79	23.91	76.86
14.	Uttar Pradesh	14.37	83.15	60.15	157.67
15.	West Bengal	6.11	14.50	13.50	34.11
	Total	449.39	589.82	640.94	1680.15

Statement-V

Sl. No.	Major Activity	Assam	Andhra Pradesh	Bihar	Gujarat	Haryana	Himachal Pradesh	Karnataka	Kerala	Madhya Pradesh	Maharashtra	Orissa	Tamil Nadu	Uttar Pradesh	West Bengal
1.	Construction of Buildings for new schools/existing schools	312	5083	21	64	167	132	601	194	4663	357	12	—	1231	24
2.	Additional classrooms	93	3313	30	71	780	5	117	572	4382	957	45	238	2300	98
3.	Repairs to school buildings	267	—	—	343	539	158	201	—	1485	814	845	—	—	449
4.	Block Resource Centres/ Cluster Resource Centres	276	657	79	5	330	46	360	192	326	—	606	84	1904	17
5.	Toilets/Drinking water facilities	801	1038	172	540	3083	416	1508	161	—	3825	479	2023	5479	—
6.	Alternative Schools/ EGS Centres etc.	3125	3216*	1220	414	240	0.00	406	86	24721	1487**	380	1395	1065	1411

*In addition 16557 summer schools are functioning annually.

** 1513 condensed course centres are also operated.

[Translation]

New Fertilizer Policy

3032. SHRIMATI SHEELA GAUTAM:
SHRI SHIVRAJ SINGH CHOUHAN:
SHRI LAKSHMAN SETH:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the new price determination mechanism has adversely affected the domestic fertilizer units;

(b) if so, the details thereof;

(c) the steps being taken or proposed to be taken by the Government to safeguard the interest of the domestic fertilizer units in the country;

(d) whether the Government have formulatd a new fertilizer policy;

(e) if so, the details thereof; and

(f) the time by which the declaration of this policy is likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) Urea is the only fertilizer which is at present under price distribution and movement control. Existing price determination mechanism in the shape of Retention Price-*cum*-Subsidy Scheme (RPS) for domestic units is still in force. RPS provides for reasonable return on net-worth to the domestic urea manufacturers.

(d) to (f) In keeping with the policy of economic liberalisation and reforms, all other varieties of fertilizers except urea have already been freed from price, movement and distribution control. The Government intend moving towards a deregulated regime in all the three types of fertilizers, that is, nitrogen, phosphatic and potassic, after taking into account its fiscal capacity on the one hand and making available fertilizers to the farmers at a reasonable price on the other. It is proposed to translate the intention of the Government into a concrete action plan by formulating a long term policy for the fertilizer sector which would include, inter-alia, the Government's decisions on the recommendations made by the High Powered Fertilizer Policy Review Committee which are being processed.

[English]

Tribals Living Below Poverty Live

3033. SHRI RAMSHETH THAKUR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether more than 70% of tribals in the country are living below the poverty line;

(b) if so, the facts in this regard, State-wise;

(c) the details of centrally sponsored and State level schemes for the upliftment of standard of living of these tribals;

(d) the amount of financial assistance provided by the Union Government to each State for this purpose during the last three years scheme-wise; and

(e) the achievements made thereunder so far, State-wise?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) No, Sir. As per the latest estimates of poverty among Scheduled Tribes reported by the Planning Commission, it is observed that amongst Scheduled Tribes, 51.94% in rural areas and 41.14% in urban areas are below poverty line.

(b) Does not arise.

(c) Various sectoral programmes like Agriculture, Horticulture, Irrigation, Rural Development and Forests etc. are being implemented out of the State Plan resources by the State Governments/Union Territory Administrations. Funds are also released under Special Central Assistance to Tribal Sub Plans (TSP) to the States/UTs having TSP areas for implementation of various socio-economic programmes for the upliftment of tribals.

(d) Information is given as statement-I enclosed.

(e) Information is given as statement-II enclosed.

Statement-I

S. No.	States/UTs	1996-97	1997-98	1998-99
1	2	3	4	5
1.	Andhra Pradesh	2287.52	2581.54	2728.47
2.	Assam	1524.71	1460.00	2069.56
3.	Bihar	3364.00	—	0.00
4.	Gujarat	2642.95	2632.77	3689.70

1	2	3	4	5
5.	Himachal Pradesh	622.44	521.89	689.44
6.	Jammu & Kashmir	681.54	521.80	739.22
7.	Karnataka	569.50	500.00	686.64
8.	Kerala	153.71	196.12	408.17
9.	Madhya Pradesh	7695.71	9207.83	9476.17
10.	Maharashtra	3160.78	3400.89	3532.21
11.	Manipur	653.22	950.00	779.52
12.	Orissa	4411.44	5576.27	5911.86
13.	Rajasthan	2467.32	2341.13	3475.72
14.	Sikkim	138.41	60.00	60.00
15.	Tamil Nadu	238.81	243.71	295.91
16.	Tripura	594.48	885.00	977.77
17.	Uttar Pradesh	90.39	112.91	57.54
18.	West Bengal	1558.07	1600.39	2222.10
19.	A & N Island	95.18	118.00	133.90
20.	Daman & Diu	49.82	50.75	66.10
	Total	30000.00	32961.00	38000.00

Statement-II

S. No.	States/UTs	1996-97	1997-98	1998-99
1	2	3	4	5
1.	Andhra Pradesh	205406	139260	154000
2.	Assam	38972	24455	125787
3.	Bihar	80854	74506	80388
4.	Gujarat	97740	119624	125651
5.	Himachal Pradesh	6196	5329	6582
6.	Jammu & Kashmir	1846	2608	1885
7.	Karnataka	31748	22455	32865
8.	Kerala	10054	3980	3836
9.	Madhya Pradesh	272392	262062	265837
10.	Maharashtra	112724	121517	162394
11.	Manipur	6145	2706	4264

1	2	3	4	5
12.	Orissa	89447	70003	90571
13.	Rajasthan	70002	80465	80750
14.	Sikkim	6310	7494	6527
15.	Tamil Nadu	10338	11045	11250
16.	Tripura	11590	12787	13910
17.	Uttar Pradesh	5272	4328	4218
18.	West Bengal	28723	19031	16192
19.	A & N Island	1153	1458	842
20.	Daman & Diu	561	396	550
	Total	1086693	985509	1188300

ISI Backed Terrorism in Jammu and Kashmir

3034. SHRI NARESH PUGLIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether his Ministry has constituted a special group with a view to evolve a new Action Plan to combat ISI-backed terrorism in Jammu and Kashmir;

(b) if so, the details thereof; and

(c) the progress made so far by the said special group?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) The security scenario in Jammu and Kashmir is constantly reviewed by the Central and State Government and the UHQs and as and when required suitable changes are made in the Strategy and Action Plans to meet the challenges posed by the ISI backed terrorism. A group of officers under the Chiarmanship of Special Secretary, J&KA in the Ministry of Home Affairs has been recently asked to go into the Action Plan of 1998 keeping in view the subsequent changes in the prevailing situation so as to suggest changes in the strategy/tactics etc. which may be required. The representatives from Ministry of Defence, Intelligence Agencies, Army and state Government as also involved in this group. A few meetings of the group have been already held.

Nexus Between ISI and Khalistani Terrorists

3035. SHRIMATI SHYAMA SINGH:
SHRI ADHIR CHOUDHURY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government are aware that agents of Pakistan's ISI in connivance with the Khalistani terrorists in Punjab have constructed a 200 meter tunnel at Indo-Pak international border;

(b) if so, the details thereof;

(c) whether the Border Security Force posted at international border to curb the activities of ISI agents have totally failed; and

(d) if so, the steps proposed to be taken by the Government to strengthen the Border Security Force at international border?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (d) BSF patrol party discovered an underground tunnel near Border Out Post Chandigarg in Dera Baba Nanak Sector on 17th November, 1999. This tunnel was about 5 to 5-1/2 feet below the surface, 3 feet in diameter and 200 meters long of which 30 meters was inside the Pak territory. A joint verification of this tunnel was carried out by IG, BSF, Punjab Frontier (India) and DG, Punjab Rangers (Pakistan) on 23rd November, 1999.

Subsequently, a protest was lodged by BSF with the Pak Rangers.

The area in which the tunnel was discovered is covered with thick sarkanda grass. Hence, it could not be detected immediately. However, it had not crossed the border fence on the Indian side and the end of the mouth of the tunnel on the Indian side had not been opened. As a result of vigilance exercised by the BSF, all the three attempts since March, 1997 to dig a tunnel under the border fencing in Punjab sector were detected before any damage was done.

BSF is maintaining a strict vigil along the border to thwart such attempts in future. Steps taken include plugging of existing gaps in the riverine areas with proper/ improvised fencing, conduct of surveillance operations, cleaning of sarkanda and other wild growth, upgrading the intelligence network, use of night vision devices etc.

Disposal of Medical Waste

3036. SHRI P.D. ELANGOVAN:
SHRI CHANDRAKANT KHAIRE:
SHRI C.P. RADHAKRISHNAN:
SHRI ANANT GUDHE:
SHRI DINSHA PATEL:
SHRI SHIVAJI VITHAL RAO KAMBLE:

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

(a) whether the problem of scientific disposal and management of biomedical waste has assumed critical proportions over the recent years;

(b) if so, the details thereof;

(c) the details of new technologies available and proposed to be adopted for disposal of medical waste during the current year and in the Ninth Plan period;

(d) whether a meeting was recently held in New Delhi in this regard;

(e) if so, the details thereof;

(f) the steps taken so far to deal with the problem and the results thereof; State-wise;

(g) whether a Memorandum, of Understanding with the Australian Government has been signed on this subject; and

(h) if so, the details thereof and the directions issued to States in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (h) The information is being collected and will be laid on the Table of the Lok Sabha.

Performance of HUDCO

3037. SHRI NAMDEO HARBAJI DIWATHE:
SHRI R.L. JALAPPA:
SHRI SHIVAJI VITHAL RAO KAMBLE:
SHRI G. PUTTA SWAMY GOWDA:
SHRI BRAHMA NAND MANDAL:
SHRI Y.S. VIVEKANANDA REDDY:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government have reviewed the performance of HUDCO in terms of on going projects in various States States during each of the last three years and the current year;

(b) if so, the details thereof, Project-wise, State-wise;

(c) the details of project/proposals received/cleared during the said period, State-wise; and

(d) the assistance provided/likely to be provided to each State, project-wise?

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): (a) Yes, Sir.

(b) and (c) State-wise details of schemes received & sanctioned during the last three years are given as statement-I enclosed.

(d) State-wise targets for allocation of housing schemes is given as statement-II enclosed. Project-wise sanctions depend on the submission of projects by State Governments.

Statement-I

State-wise details of loan sanctioned during the last three years

(Rs. in crores)

Sl. No.	State/UT	No. of schemes received			Loan sanctioned for Rural Housing			Loan sanctioned for Urban Housing			Loan sanctioned for urban Infrastructure			Loan sanctioned for Land Acquisition Schemes		
		1996-97	1997-98	1998-99	1996-97	1997-98	1998-99	1996-97	1997-98	1998-99	1996-97	1997-98	1998-99	1996-97	1997-98	1998-99
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.	A&N Islands	0	2	1	0.00	0.00	0.00	1.38	1.50	7.97	0.00	0.00	0.00	0.00	0.00	0.00
2.	Andhra Pradesh	158	102	138	98.08	111.19	274.88	113.61	60.97	216.29	290.39	147.40	123.20	1.71	0.00	0.00
3.	Arunachal Pradesh	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.	Assam	10	6	12	11.85	0.00	0.00	21.19	16.23	172.53	40.70	0.00	25.03	0.00	0.28	0.00
5.	Bihar	38	5	20	18.00	0.00	0.09	31.59	4.65	23.17	1.50	4.00	12.00	0.00	0.00	0.00
6.	Chandigarh	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7.	Dadra & Nagar Haveli	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8.	Delhi	4	2	3	0.00	0.00	0.00	1.85	0.00	3.50	75.00	4.90	6.00	0.76	1.65	0.00
9.	Goa	2	7	0	0.00	0.00	0.00	11.35	13.34	0.00	0.00	32.85	0.00	0.00	0.00	0.00
10.	Gujarat	45	32	58	4.81	0.94	20.62	42.57	74.69	70.74	39.15	107.89	238.99	0.00	0.00	0.00
11.	Haryana	11	9	17	4.50	0.00	0.00	12.95	16.95	45.76	0.00	0.00	2.46	0.00	2.47	0.00
12.	Himachal Pradesh	9	24	19	10.20	47.74	29.45	9.96	24.28	35.80	5.90	0.50	101.10	0.00	0.00	0.43
13.	Jammu & Kashmir	9	6	9	0.00	0.00	0.00	0.89	10.75	18.11	0.00	0.00	17.33	2.80	22.32	0.00
14.	Karnataka	91	72	197	14.64	50.99	161.04	67.25	57.80	457.36	181.65	265.88	478.66	0.00	6.60	0.00
15.	Kerala	53	95	162	42.81	95.90	225.80	134.98	135.06	300.28	63.63	58.74	121.22	0.00	0.00	0.40
16.	Madhya Pradesh	68	46	68	0.09	2.25	0.30	77.51	84.88	260.19	4.86	13.85	106.94	0.00	0.99	0.00
17.	Maharashtra	21	58	38	0.00	0.00	1.40	41.78	124.86	538.10	29.83	104.56	578.86	0.00	0.00	0.00
18.	Manipur	3	6	5	0.00	0.07	0.00	39.65	22.21	23.79	0.00	0.00	32.80	0.00	0.00	0.00
19.	Meghalaya	4	1	4	0.00	0.00	0.00	5.78	0.23	52.73	2.33	0.00	2.59	0.00	0.00	0.00
20.	Mizoram	3	2	2	0.00	0.00	0.00	5.72	6.38	2.00	0.00	0.00	0.00	0.00	0.00	0.00
21.	Nagaland	2	2	4	0.00	0.00	0.00	5.89	13.13	19.55	0.00	0.00	8.29	0.00	0.00	0.00
22.	Orissa	19	17	42	5.26	8.12	42.75	28.63	45.09	30.00	0.00	35.68	0.00	0.00	0.00	0.00
23.	Pondicherry	0	2	3	0.00	0.00	0.00	0.00	0.96	4.88	0.00	0.00	0.44	0.00	0.75	0.42
24.	Punjab	30	19	16	0.00	0.00	0.00	32.13	3.68	80.22	6.47	21.59	87.33	5.00	46.75	56.00

1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
25.	Rajasthan	147	79	59	8.40	0.00	1.62	82.06	227.04	60.36	27.17	32.95	89.61	8.43	0.00	0.00
26.	Sikkim	2	1	0	0.00	0.00	0.00	7.24	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27.	Tamil Nadu	139	127	227	23.50	56.45	111.72	172.92	121.65	367.18	158.39	387.55	466.10	16.72	7.61	0.00
28.	Tripura	1	2	1	0.00	0.00	0.00	0.09	1.50	0.02	0.00	0.00	0.00	0.00	0.00	0.00
29.	Uttar Pradesh	63	50	26	0.00	0.00	0.00	150.96	126.78	185.55	14.98	44.51	62.98	17.38	12.20	0.00
30.	West Bengal	41	21	15	13.00	14.45	108.82	35.35	20.61	11.57	86.94	5.00	115.83	0.00	0.00	0.00
	Total	973	796	1146	255.14	388.10	978.49	1135.18	1215.76	2987.65	1028.89	1267.85	2627.76	52.80	101.62	57.25

Statement II

Category-wise Demand Based Allocation for the year 1999-2000

(Rs. in crores)

States	EWS (R)	EWS (U)	LIG	MIG	MIG/Oth	Total	Remn.	G. Total
1	2	3	4	5	6	7	8	9
Andhra Pradesh	98.47	29.88	50.85	5.00	15.00	199.20	57.83	257.03
Bihar	2.00	2.00	10.00	17.00	18.80	49.80	14.46	64.26
Gujarat	5.38	10.11	15.31	2.17	0.00	32.97	9.57	42.54
Haryana	0.87	3.00	9.24	8.16	6.62	27.89	8.10	35.99
Himachal Pradesh	0.00	0.00	0.00	0.00	3.52	3.52	1.02	4.54
Jammu & Kashmir	0.00	0.00	0.00	5.00	4.87	9.87	2.87	12.74
Karnataka	13.90	9.28	27.82	23.18	20.66	94.84	27.54	22.38
Kerala	41.88	13.93	33.21	35.21	12.16	136.39	39.60	75.99
Madhya Pradesh	3.00	0.00	22.00	25.00	26.67	76.67	22.26	98.92
Maharashtra	6.82	22.95	65.77	0.00	38.05	133.60	38.79	72.39
Orissa	7.22	4.82	6.00	12.17	11.19	41.40	12.02	53.42
Punjab	0.00	0.00	15.00	0.00	0.00	15.00	4.35	19.35
Rajasthan	5.00	17.47	29.14	24.30	23.12	99.03	28.75	27.78
Tamil Nadu	20.13	13.21	39.24	81.26	29.63	183.47	53.27	236.74
Uttar Pradesh	0.00	9.07	55.10	50.35	34.42	148.94	43.24	192.18

1	2	3	4	5	6	7	8	9
West Bengal	1.37	0.50	8.24	42.48	20.42	73.02	21.20	94.22
Total	206.04	136.22	386.92	331.29	265.14	1325.61	384.86	1710.47
Arunachal Pradesh	0.32	0.18	0.56	0.46	0.46	1.98	0.57	2.55
Assam	12.20	8.12	40.98	20.32	17.74	99.36	28.85	128.21
Manipur	2.24	1.99	5.61	5.07	3.99	18.90	5.49	24.39
Meghalaya	2.14	1.66	3.22	2.53	2.74	11.36	1.44	5.30
Mizoram	1.58	2.40	7.22	6.02	5.34	22.56	6.55	29.11
Nagaland	1.56	1.00	3.00	2.50	2.67	10.73	3.12	13.85
Sikkim	0.16	0.06	0.20	0.16	0.14	0.72	0.21	0.93
Tripura	1.70	1.06	3.16	2.64	2.47	11.03	3.20	14.24
NES Total	21.90	15.89	63.95	39.85	35.56	177.15	51.43	228.58
A & N Islands	0.05	0.03	0.45	0.75	0.96	2.24	0.65	2.89
Chandigarh	0.18	0.12	0.36	0.30	0.24	1.20	0.35	1.55
D & N Haveli	0.01	0.01	0.02	0.02	0.02	0.08	0.02	0.10
Daman & Diu	0.02	0.01	0.04	0.03	0.02	0.12	0.03	0.15
Delhi	2.28	1.52	4.57	3.81	6.08	18.26	5.30	23.56
Goa	0.28	0.36	1.10	0.92	0.92	3.58	1.04	4.62
Lakshadweep	0.02	0.01	0.03	0.03	0.02	0.11	0.03	0.14
Pondicherry	0.20	0.95	8.10	10.98	1.39	21.62	6.28	27.90
UTs Total	3.04	3.01	14.67	16.84	9.66	47.22	13.71	60.93
Grand Total	230.98	155.12	465.54	387.98	310.36	1549.98	449.99	1999.98

[Translation]

R&D Work

3038. SHRI BRAJ MOHAN RAM:
DR. C. KRISHNAN:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government are aware that R&D wing is lagging behind in achieving the target in the field of medicine and agriculture;

(b) if so, the corrective steps being taken by the Government to strengthen research and development work in this regard; and

(c) the percentage of funds to be spent on this account during the current year?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) and (b) It is not correct to state that the R&D in agriculture and medicine is lagging behind in achieving the target as development of new varieties of crops, improving the technologies for development of new drugs and vaccines have taken place in the recent past. The Indian Council of Medical Research (ICMR) is the nodal agency for research and development activities in medicine particularly in communicable diseases, contraception, maternity and child health, nutrition, non-communicable diseases and biomedical research. ICMR is also engaged in research on tribal health, traditional medicine and publication and dissemination of information. The Indian Council of Agricultural Research (ICAR) is engaged in research on soil and water conservation, animal husbandry, dairy development, fisheries, forestry, All India Twenty-two points, plus tripled-word-score, plus fifty points for using all my letters. Game's over. I'm Outta here. Coordinated Programmes on various crops, etc. Government has made substantial investments to strengthen R&D work in these areas. Other Government departments like the Department of Science & Technology, Department of Biotechnology, Council of Scientific and Industrial Research have R&D promotion programmes to supplement the activities in the areas of medical research and agriculture.

(c) Plan funds to be spent on this account during the current year (1999-2000) are as follows:—

(i) Agriculture Rs. 504.00 Crores.

(ii) Medicine Rs. 59.25 Crores.

[English]

Delhi Police

3039. SHRI RAJ NARAIN PASSI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned "Police Ayukt ke kade Nirdesh har Shukrawar Ko Parade Karaingye Policekarmi" appearing in 'Dainik Jagran' dated December 18, 1999;

(b) if so, whether Delhi Police has started to observe these directions; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) and (b) Yes, Sir. The Weekly Parade is held regularly on each Friday except when the police personnel are engaged in law and order arrangements or other exigencies.

(c) Does not arise.

[Translation]

Family Welfare and Vaccination

3040. SHRI PUNNU LAL MOHALE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether family welfare and vaccination programmes are being implemented smoothly in Bihar, Uttar Pradesh and Madhya Pradesh;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) the names of States where these programmes are not being implemented smoothly; and

(e) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) to (d) The impact indicators of Crude Birth Rate, (CBR), Infant Mortality Rate (IMR), and Total Fertility Rate (TFR) as compared to all India position, indicates that there is scope for improvement in the implementation of Family Welfare and Vaccination Programme in these states.

	*CBR	*IMR	TFR (1997)
Bihar	31.1	67	4.4
Uttar Pradesh	32.4	85	4.8
Madhya Pradesh	30.6	97	4.0
India	26.4	72	3.3

*figures as per SRS data 1998 (provisional)

The success of family welfare programme depends on the status and education level of women, socio-cultural factors and infrastructure facility, which are in low key in these States.

Other States where also the performance in family welfare program is weak are Rajasthan, Orissa, Assam and Haryana/

(e) In order to review the implementation of Family Welfare and Vaccination Program in these weakly performing states, Committee of Secretaries, chaired by Cabinet Secretary meets on quarterly basis.

Further, a task force has been appointed in the Department of Family Welfare to implement the program in a focussed manner in consultation with concerned State Governments.

Position regarding implementation of vaccination program is more grim in the state of Bihar due to some administrative and infrastructural deficiencies. A Task Force under the chairmanship of Chief Secretary of Bihar has been formed to review and make improvement in this matter.

[English]

Traffic Rules

3041. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to formulate any scheme prohibiting the ply of heavy traffic vehicles in the residential colonies of Delhi;

(b) if so, the details thereof; and

(c) the steps being taken to stop plying of heavy vehicles in residential colonies of Delhi particularly Kela godown Road, Shalimar Bagh?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (c) The provisions contained in Regulation 30 (I) of Delhi control of Vehicular and Other Traffic on Roads and Streets Regulations, 1980, already prohibit the movement of heavy traffic vehicles from 7.30 A.M. to 9.30 P.M. on the roads in the residential areas of Delhi with less than 7 metres width. The vehicles found violating this provision are prosecuted by Delhi Traffic Police. However, the Kela Godown road does not fall within the purview of these prohibitory orders as it is more than 7 metres wide.

[Translation]

Foreign Contribution Regulation Act 1976

3042. SHRI RAMSHAKAL:
SHRI SULTAN SALAHUDDIN OWAISI:
SHRI M.V. CHANRASEKHARA MURTHY:
SHRI ADHIR CHOWDHURY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a large number of voluntary organisations are receiving foreign assistance under Foreign Contribution (Regulation Act), 1976;

(b) if so, the total amount received by these organisations during the last three years;

(c) whether there is any mechanism to keep a check on the funds;

(d) the details of organisations receiving foreign contributions who failed to file their return; and

(e) the action taken against them by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) Yes, Sir.

(b) Voluntary associations reported the receipt of foreign contribution amounting to Rs. 2864.51 crores during the year 1997-98, Rs. 2571.69 crores in 1996-97 and Rs. 2168.85 crores in 1995-96, under the provisions of the Foreign Contribution (Regulation) Act, 1976. The data for 1998-99 is being compiled. The annual returns for the year 1999-2000 from the voluntary associations are not yet due.

(c) Under Rule 4 (a) of the Foreign Contribution (Regulation) Rules, 1976, associations coming under the purview of the said Act, are required to furnish intimation in regard to receipt and utilisation of foreign contribution by them, on yearly basis, duly certified by a Chartered Accountant, to the Ministry of Home Affairs. These returns are scrutinised.

The Government of India are empowered to order an inspection to accounts or records under section 14, or audit books of accounts of such associations under section 15-A, if it has any grounds to suspect that any provision of the Act has been or is being contravened.

(d) and (e) 919 associations, registered under the Act, were placed in the Prior Permission category during the period from 1996-97 to 1998-99, for their failure to submit the prescribed return.

[English]

Tribal list

3043. SHRI JAWAHAR LAL JAISWAL: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government have published any literature regarding various tribes;

(b) if so, whether it is available to each and every educational institution of the country; and

(c) if not, the time by which it is likely to be available?

THE MINISTER OF TRIBAL AFFAIRS (SHRI JUAL ORAM): (a) This Ministry has not so far published literature regarding various tribes. However, States Tribal Research Institutes bring out monographs of various tribal groups in respective states.

(b) and (c) The Tribal Welfare Departments of respective State Governments utilize these publications for formulation of various plans and programmes for tribal development in their States. These publications are available for reference in the respective libraries of the Tribal Research Institutes.

[Translation]

Use of Viyagra

3044. SHRI TUFANI SAROJ: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government propose to ban the use of 'Viyagra' in India; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) 'Viyagra' is a brand name of drug Sildenafil Citrate which is not yet approved for manufacture and marketing in the country. The question of banning 'Viyagra', therefore, does not arise.

[English]

Hiv Cases

3045. SHRI ARUN KUMAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned 'La-ilaz Rog Ka Failta Udyog' appearing in Jansatta dated December 19, 1999;

(b) if so, the facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) Yes, Sir.

(b) Based on Nation-wide sentinel surveillance data, conducted during the year 1998-99, the estimated number of HIV infections in the country are 3.5 million.

(c) For the prevention and control of HIV/AIDS, Government of India is implementing a comprehensive National AIDS Control Programme with the following components:

1. Reduction in the spread of HIV in groups at highest risk like Commercial Sex Workers, Intravenous Drug Users etc. by identifying target populations and providing peer counseling, condom promotion, and treatment of sexually transmitted infections.

2. Preventive interventions for the general population through: (a) IEC and awareness campaigns: (b) providing voluntary counseling and testing services: (c) blood safety and rationale use: and (d) management of occupational exposure amongst health care workers.

3. Low cost care for people living with HIV/AIDS through home and community based care and management of opportunistic infections.

4. Institutional strengthening for technical, managerial and financial sustain ability at National, State and Municipal levels.

5. Promoting Inter-sectoral collaboration amongst public, private and voluntary sectors.

Coal Fire Based Urea Plant

3046. SHRI ASHOK N. MOHOL:
SHRI RAMSHETH THAKUR:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of coal fire based urea plants functioning in the country, State-wise;

(b) whether the Government have decided to shut down some plants functioning under the Fertilizer Corporation of India;

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) to (c) Ramagundam (Andhra Pradesh) and Talcher (Orissa) are the two coal based urea plants of Fertilizers Corporation of India Ltd. (FCI) in the country. The

operations of these plants have been suspended from April, 1999 due to an exorbitantly high cost of production and continuing operational losses.

Assistance of Institute of Medical Science

3047. SHRI KOLUR BASAVANGOUD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government have given financial assistance to Vijayanagar Institute of Medical Sciences, Bellary; and

(b) if so, the details of assistance provided during the last three years and likely to be provided during 1999-2000?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) 'Health' being a State subject, Central Government has no scheme under which financial assistance is given for setting up medical colleges in the public or private sector.

(b) In view of (a) above, question does not arise.

Re-Construction of Ram Temple

3048. SHRI AVTAR SINGH BHADANA:
SHRI G.S. BASAVARAJ:
SHRI G.M. BANATWALLA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government are aware of the recent statements made by the Chief Minister of Uttar Pradesh some organisations advocating re-construction of Ayodhya temple;

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) and (b) The Chief Minister, Uttar Pradesh has issued a press statement on 29.1.2000 that construction of Ram Temple at Ayodhya cannot be started till a final decision to this effect is taken by the court or the issue is amicably resolved by the parties concerned.

Unauthorised Construction

3049. SHRI NEPAL CHANDRA DAS: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to unstarred Q. No. 2226 on the 14th Decemebr 1999 and to state:

(a) whether the orders issued by the DDA on 18th November, 1999 for the ceiling-cum-demolition of the unauthorised constructions have since been implemented;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to ensure to take action on the complaints from the Members of Parliament?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) No, Sir.

(b) The DDA have reported that the demolition programme which was fixed on 21.1.2000 and subsequently on 18.2.2000 could not be carried out on both the days due to non-availability of police force. They have further reported that a revised programme is being finalised to execute the ceiling-cum-demolition orders in consultation with the concerned Police Station so that the Police force could be made available to them.

(c) The DDA have informed that the complaints received from the MPs are looked into on priority basis and there is a system of close monitoring. However, actual action takes some time as before taking any adverse action, formalities prescribed under the relevant Rules/ Regulations are required to be observed which includes issuing of Show-Cause Notice, etc.

Agreement with Naga People

3050. SHRI K.A. SANGTAM: Will the Minister of HOME AFFAIRS be pleased to refer to the reply given to USQ No. 535 on December 2, 1998 and state:

(a) whether the information in this regard has since been collected;

(b) if so, the details thereof; and

(c) if not, the reasons therefore and the time by which it is likely to be collected?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI): (a) Yes, Sir.

(b) It was under the 2nd point of the 16-point agreement that it was indicated that Nagaland would be under the Ministry of External Affairs of the Government of India. During the discussions it was indicated that it was not possible to include any specific provision to that effect in the Constitution.

Article 77 of the Constitution gives powers to the President to make rules for the conduct of business of the Government of India and, in exercise of those powers, the affairs concerning Nagaland were subsequently ordered to be dealt with the Ministry of Home Affairs.

The rights of the people of Nagaland are equally, if not better protected under the Ministry of Home Affairs and there is no proposal to transfer the subject back to the Ministry of External Affairs. The people of Nagaland have been provided constitutional safeguards under Article 371 (A) of the Constitution as envisaged under the 16-Point Agreement. Nagaland is also treated as a special category State. All provisions of 16-Point Agreement have been fulfilled.

(c) Does not arise.

Urban Development Funds

3051. SHRI KIRIT SOMAIYA:
SHRI SUSHIL KUMAR SHINDE:
DR. LAXMI NARAYAN PANDEYA:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether conference of Ministers for State Urban Development was held in New Delhi;

(b) if so, the agenda discussed and the decisions arrived at in the conference;

(c) whether the participants have pleaded for more financial aid in view of the severe shortage of funds for providing efficient civic services and carrying out development work; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA): (a) to (c) A two-day Conference of Ministers of Local Self Government and Urban Development of States and Union Territories was held at New Delhi on 17-18 January, 2000. In this Conference, various issues relating to urban development and municipal administration were discussed. During the course of discussion, the participants desired for more financial assistance to local bodies for better civic service and development work.

(d) As per Entry 5 of the State List of the Constitution, Local Government is a State subject. Therefore, it is for the concerned State Governments to take remedial steps to improve the financial conditions of municipal bodies. In order to assist the State Governments and Municipal Bodies, the Ministry of Urban Development is already operating Centrally Sponsored Schemes such as Integrated Development of Small and Medium Towns; Infrastructure Development in Mega Cities; Low Cost Sanitation for Liberation of Scavengers; Accelerated Urban Water Supply Programme; etc. Under these schemes, financial assistance is provided to State Governments to improve the urban infrastructure to provide better civic facilities to the people.

National Police Commission

3052. SHRI KRISHNAMRAJU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are aware that the recommendations of the National Police Commission has been gathering dust since long as reported in Pioneer dated February 17, 2000;

(b) if so, the main recommendations made by the Commission and the reasons for not implementing the same;

(c) whether the Government have now decided to implement some of the recommendations during the 9th Plan;

(d) if so, the details thereof; and

(e) the steps taken to implement all the recommendations and the impact of its implementations?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) The National Police Commission submitted its report to the Government in Eight Volumes which were sent to State Govts. and UT Administrations for consideration and appropriate action.

(b) The main recommendations which could not be implemented so far are:—

(i) Constitution of State Security Commission.

(ii) Selection of DGP from a panel of IPS Officers by a Committee under the Chairmanship of Chairman, UPSC and statutory tenure of 4 years of DGP.

(iii) Appointment of Head of the Anti-Corruption Bureau from a panel of officers by a Committee under the Chief Vigilance Commissioner.

(iv) Insulation of investigation from undue pressure.

(v) Replacement of Police Act, 1861.

(c) to (e) 'Police' being a State subject, it is, therefore, the State Governments who have to implement the recommendations of the National Police Commission. Central Government have been pursuading them to ensure expeditious action on implementation of these recommendations.

The issue of implementation of National Police Commission report is also invovled in PIL before the Supreme Court. The Government constituted a Committee headed by Shri J.F. Ribeiro, IPS (Retd.) on the interim direction of the Supreme Court in the above mentioned PIL on 25.5.1998 to review the recommendations of the National Police Commission and to suggest ways and means for implementation of the pending recommendations. The reports of the Committee have been filed in the Supreme Court as per its drections.

Publication of 'Towards Freedom' Project

3053. SHRI SURESH RAMRAO JADHAV:
SHRI BIR SINGH MAHATO:
SHRI G.M. BANATWALLA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to USQ. No. 1876 on 7.3.2000 and state:

(a) whether a review committee has been set up to look into the matter of publication of two volumes of 'Towards Freedom';

(b) if so, the details thereof;

(c) the time by which the work on this old project is likely to be completed; and

(d) the reasons for the withdrawal of the said Books?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): (a) to (d) The ICHR has requested the publisher, the Oxford University Press, to temporarily withhold the work of publication of the two volumes written by Prof. Sumit Sarkar and Prof. K.N. Panikkar. Typescripts of these volumes have been requested for perusal. The Council has stated that the purpose is to ensure that the lapses and drawbacks found in an earlier volumes are not repeated. As per the agreement executed between the ICHR responsibilities rest with the ICHR. The Council in its meeting on 20.12.1999 decided that the volumes still to be published should not be sent for publication without having been reviewed by the Council.

[Translation]

Demand and Supply of Fertilizers

3054. SHRI CHINMAYANAND SWAMI:
SHRI SADASHIVRAO DADOBA MANDLIK:
SHRI BRIJLAL KHABRI:
SHRI JAGDAMBI PRASAD YADAV:
SHRI TAJVEER SINGH CHAUDHARY:
DR. LAXMINARAYAN PANDEYA:

Will the Minister of CHEMICALS AND FERTILISERS be pleased to state:

(a) the total requirement, production and actual consumption of fertilizers in the country during the last three years till 2000; State-wise and product-wise?

(b) whether import of fertilizers have been made during the aforesaid period; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): (a) The details regarding State-wise production in nutrient terms in last 3 years are given as statement-I. The requirement/consumption product-wise of fertilizers during the last 3 years are given as statement-II to V.

(b) and (c) Urea being the only controlled fertilizer, its imports are canalised and made on Government account. The other major fertilizers which are imported are Di-ammonium Phosphate (DAP) and Muriate of Potash (MOP). Their imports are free and made on private account. The imports are made to bridge the gap between indigenous availability and the demand. Details of imports of these fertilizers in the last 3 years are given as statement-VI.

Statement-I

State-wise Production of Fertilizers from 1996-97 to 1999-2000

Name of State	Production (000' MT)							
	1996-97		1997-98		1998-99		1999-2000 (Apr. 1999-Feb. 2000)	
	N	P	N	P	N	P	N	P
Andhra Pradesh	524.7	299.2	550.6	371.3	807.6	414.2	753.2	400.1
Kerala	281.3	131.8	293.3	128.5	269.5	147.6	295.7	142.3
Karnataka	181.0	60.2	153.6	69.9	194.9	83.0	160.9	73.0
Tamil Nadu	567.1	330.7	566.7	369.7	698.8	475.2	730.7	364.5
Goa	227.7	103.7	264.1	114.6	189.1	75.0	220.0	70.9
Madhya Pradesh	397.5	81.2	765.6	88.8	793.6	106.4	725.1	98.4
Maharashtra	823.5	214.2	932.7	211.4	917.6	220.0	920.3	224.1
Gujarat	1771.2	732.3	1885.5	838.3	1815.0	892.9	1748.7	1026.6
Rajasthan	585.9	24.3	626.7	41.6	621.0	69.3	739.4	55.2
Bihar	144.5	33.9	123.1	32.8	122.9	13.7	136.6	0.8
Orissa	184.6	216.4	213.6	370.0	197.0	365.4	131.7	314.8
West Bengal	69.3	154.6	57.2	191.4	44.0	155.5	61.0	191.1
Assam	106.4	0.0	90.6	0.0	52.8	0.0	47.5	0.0
Haryana	206.7	10.6	258.7	12.2	246.4	11.0	228.8	7.0
Punjab	383.4	56.9	504.6	29.6	465.9	24.2	420.2	21.5
Uttar Pradesh	2144.6	105.7	2799.0	105.2	3043.3	87.3	2795.7	49.2
Total	8599.4	2555.9	10085.6	2975.3	10479.5	3140.7	10115.4	3039.3

Legend. N - Nitrogen
P - Phosphate

Statement-II

State-wise and Product-wise Requirement/Consumption of fertilisers

(000' tonnes)

Sl. No.	State	1996-97 Urea	DAP	MOP	Complexes	Others
1	2	3	4	5	6	7
1.	Andhra Pradesh	1932.09	437.96	116.91	898.03	461.21
2.	Karnataka	812.40	151.17	119.80	541.33	157.37

1	2	3	4	5	6	7
3.	Kerala	122.60	4.57	95.49	130.12	90.04
4.	Tamilnadu	803.50	116.21	202.57	390.96	200.07
5.	Gujarat	1051.73	294.69	55.45	124.25	306.13
6.	Madhya Pradesh	1184.11	312.24	39.71	170.90	455.07
7.	Maharashtra	1615.57	247.57	118.04	577.01	302.08
8.	Rajasthan	1057.38	246.77	5.98	66.33	83.97
9.	Goa	4.26	0.31	0.55	6.01	0.38
10.	Haryana	1213.86	273.23	4.03	19.67	56.98
11.	Punjab	1877.37	405.81	23.66	38.15	367.98
12.	Uttar Pradesh	4443.38	671.81	83.86	263.67	409.32
13.	Himachal Pradesh	45.54	0.48	2.51	10.85	39.12
14.	Jammu & Kashmir	72.53	15.00	0.62	0.00	0.00
15.	Delhi	37.02	8.81	0.09	1.17	3.06
16.	Bihar	1291.78	133.79	68.68	35.15	176.56
17.	Orissa	306.25	33.39	42.58	93.68	91.35
18.	West Bengal	961.62	253.63	177.57	210.16	376.65
19.	Assam	67.26	6.76	29.70	0.00	17.43
20.	Tripura	11.53	0.47	2.18	0.10	3.45
21.	Manipur	24.04	1.89	0.89	0.00	1.21
22.	Meghalaya	4.40	0.99	0.31	0.00	3.88
23.	Nagaland	0.61	0.75	0.14	0.00	0.00
24.	Arunachal Pradesh	0.55	0.14	0.09	0.26	0.33
25.	Sikkim	1.01	0.40	0.04	0.00	0.32
26.	Mizoram	0.42	0.22	0.09	0.00	0.00
27.	Others	81.67	4.92	6.20	10.37	238.22
	All India	19024.48	3623.98	1197.74	3588.17	3842.18

Statement-III

State-wise and Product-wise Requirement/Consumption of fertilisers

('000 tonnes)

Sl. No.	State	1997-98				
		Urea	DAP	MOP	Complexes	Others
1.	Andhra Pradesh	1657.06	613.31	143.19	789.52	426.64
2.	Karnataka	871.72	358.99	210.38	671.08	223.62
3.	Kerala	115.96	8.63	140.70	143.50	91.03
4.	Tamilnadu	816.86	234.38	345.40	357.52	234.00
5.	Gujarat	1202.63	457.43	80.30	163.61	264.37
6.	Madhya Pradesh	1373.04	472.81	56.37	179.41	854.42
7.	Maharashtra	1640.32	412.70	197.00	778.50	605.81
8.	Rajasthan	1132.41	322.75	5.36	49.17	205.26
9.	Goa	3.84	0.41	0.71	6.91	0.16
10.	Haryana	1252.01	363.70	5.40	12.89	96.78
11.	Punjab	1924.68	535.88	32.65	31.22	272.58
12.	Uttar Pradesh	4686.56	875.45	109.70	226.26	768.21
13.	Himachal Pradesh	46.06	0.37	2.56	12.29	21.96
14.	Jammu & Kashmir	89.24	28.00	1.55	0.00	0.00
15.	Delhi	35.56	9.77	0.26	0.42	1.18
16.	Bihar	1248.93	276.15	87.33	33.85	219.40
17.	Orissa	343.99	55.82	54.23	94.16	58.39
18.	West Bengal	971.34	310.95	214.28	225.71	446.74
19.	Assam	75.29	21.03	29.60	0.00	33.72
20.	Tripura	13.48	0.73	2.93	0.01	11.24
21.	Manipur	23.79	2.31	0.86	0.00	1.58
22.	Meghalaya	4.41	1.05	0.13	0.00	4.35
23.	Nagaland	0.44	0.51	0.10	0.00	0.00
24.	Arunachal Pradesh	0.59	0.14	0.09	0.04	0.20
25.	Sikkim	0.81	0.61	0.12	0.00	0.00
26.	Mizoram	0.27	0.95	0.55	0.00	0.02
27.	Others	87.56	7.36	7.27	8.58	104.71
	All India	19618.85	5372.19	1729.02	3784.65	4946.37

Statement-IV

State-wise and Product-wise Requirement/Consumption of fertilisers

('000 tonnes)

Sl. No.	State	1998-99				
		Urea	DAP	MOP	Complexes	Others
1.	Andhra Pradesh	2003.18	667.54	155.71	1004.91	505.93
2.	Karntaka	910.54	392.24	165.75	722.20	212.77
3.	Kerala	114.42	10.23	78.79	143.79	73.16
4.	Tamilnadu	821.09	236.29	314.03	412.94	213.94
5.	Gujarat	1173.71	496.49	88.14	104.27	281.83
6.	Madhya Pradesh	1307.50	597.58	40.95	144.84	856.38
7.	Maharashtra	1750.46	488.72	193.80	675.72	665.84
8.	Rajasthan	1007.69	330.79	6.22	33.45	188.58
9.	Goa	4.32	0.73	1.15	6.69	0.00
10.	Haryana	1283.96	344.79	5.17	11.07	97.35
11.	Punjab	2101.84	531.58	28.14	22.55	212.31
12.	Uttar Pradesh	4881.35	889.60	112.38	157.15	741.07
13.	Himachal Pradesh	48.82	0.19	3.19	14.45	25.53
14.	Jammu & Kashmir	96.70	37.83	3.57	0.00	0.00
15.	Delhi	25.43	5.82	0.64	0.00	1.19
16.	Bihar	1287.75	304.05	85.85	37.31	205.81
17.	Orissa	340.62	62.22	60.61	100.60	54.24
18.	West Bengal	1020.58	386.90	251.00	219.70	516.82
19.	Assam	91.97	29.89	16.42	0.00	42.45
20.	Tripura	15.14	0.01	1.65	0.00	10.34
21.	Manipur	32.42	2.63	0.34	0.00	1.77
22.	Meghalaya	5.53	1.46	0.25	0.00	4.42
23.	Nagaland	0.54	0.77	0.09	0.00	0.00
24.	Arunachal Pradesh	0.61	0.17	0.11	0.28	0.00
25.	Sikkim	0.98	0.64	0.09	0.00	0.07
26.	Mizoram	0.11	1.07	0.62	0.00	0.22
27.	Others	69.17	7.93	6.28	9.09	40.89
	All India	20396.43	5828.26	1620.94	3821.01	4953.01

Statement-V

State-wise and Product-wise Requirement/Consumption of fertilisers

('000 tonnes)

Sl. No.	State	1999-2000 (Estimates)				
		Urea	DAP	MOP	Complexes	Others
1.	Andhra Pradesh	2051.55	635.76	229.73	1041.99	519.97
2.	Karnataka	991.34	435.02	247.52	809.63	227.27
3.	Kerala	116.38	8.92	75.62	151.73	93.55
4.	Tamilnadu	872.89	233.53	340.87	448.21	250.66
5.	Gujarat	1007.55	537.52	100.01	136.12	277.95
6.	Madhya Pradesh	1200.26	551.26	55.22	197.92	765.84
7.	Maharashtra	1886.58	609.15	250.73	879.78	726.89
8.	Rajasthan	1102.72	446.44	7.32	25.40	209.92
9.	Goa	4.27	0.94	1.02	7.60	0.00
10.	Haryana	1250.84	420.78	8.07	10.10	84.87
11.	Punjab	2061.81	663.43	37.19	36.47	164.05
12.	Uttar Pradesh	5061.87	1127.53	148.30	281.68	795.63
13.	Himachal Pradesh	46.54	0.42	3.16	16.62	23.38
14.	Jammu & Kashmir	70.72	33.67	1.01	0.00	0.00
15.	Delhi	37.13	10.64	0.42	0.00	1.23
16.	Bihar	1360.00	389.30	101.40	52.60	124.74
17.	Orissa	439.80	118.92	71.14	117.89	71.15
18.	West Bengal	1126.39	405.41	306.79	296.93	537.77
19.	Assam	126.99	51.06	46.49	0.00	59.41
20.	Tripura	15.63	0.00	2.38	0.00	11.49
21.	Manipur	33.27	5.24	2.30	0.00	2.27
22.	Meghalya	5.61	1.77	0.46	0.00	4.71
23.	Nagaland	0.84	0.75	0.16	0.00	0.03
24.	Arunachal Pradesh	0.61	0.17	0.10	0.12	0.20
25.	Sikkim	0.96	0.68	0.10	0.00	0.00
26.	Mizoram	0.76	1.68	0.80	0.00	0.00
27.	Others	78.17	7.72	67.81	11.09	43.88
	All India	20951.48	6697.71	2106.12	4521.88	4996.86

Statement-VI

Import of fertilizers in the country

(Quantity in Lakh MTs)

Year	Urea	Di-Ammonium Phosphate (DAP)	Muriate of Potash (MOP)
1996-97	23.28	5.34	10.21
1997-98	23.89	14.60	19.00
1998-99	5.56	21.05	25.70
1999-2000 (Estimated) (1.4.99 to 29.2.2000)	5.33	32.86	27.46

Raids Conducted by CBI

3055. SHRI MANIKRAO HODLYA GAVIT:
SHRI M.V.V.S. MURTI:
SHRI A. VENKATESH NAIK:
SHRI RAM MOHAN GADDE:
SHRI SHIVAJI MANE:
SHRI SHEESH RAM SINGH RAVI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether CBI has conducted raids at the Premises of top Delhi Police Officer on February 1, 2000;

(b) if so, the results thereof;

(c) the details of charges leveled by CBI against the said Oificer;

(d) the action proposed to be taken by the Government against the said Officer; and

(e) the steps taken to check corruption among police officials?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): (a) to (d) Yes, Sir. However, the investigation of the case is at a preliminary stage only and the investigation agency is unable at present to assess whether the assets acquired by the officer concerned are disproportionate to the known sources of his and his family's income.

(e) The steps taken to remove/check corruption include close watch over police personnel suspected of doubtful integrity; and imposition of exemplary punishment on those found guilty so as to act as a deterrent against corrupt practices.

[English]

Bulletproof Jackets

3056. SHRI PRIYA RANJAN DASMUNSI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is an increasing demand for bulletproof jackets by the para-military personnel;

(b) whether the specifications for buying such jackets are of zero recoiling effect while most of the present jackets are having .25 recoiling effect causing thereby sustained injury and physical problems to para-military personnel; and

(c) whether such purchase are made by global tender or by the Department Direct?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGR RAO): (a) The para-military personnels are provided bullet proof jackets as per their requirements in the operational areas.

(b) The Central Para Military Forces have reported that there has been no instance of injury and physical problems to their personnels on account of recoiling effect of bullet proof jackets.

(c) Such purchases are made on global, open as well as limited tender basis.

Sikhs Denied Visit to Pakistan for Pilgrimage

3057. VAIDYA VISHNU DATT SHARMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Sikhs from Jammu and Kashmir are being denied to visit Pakistan for having Pilgrimage of their religious places in Pakistan by the Pak authorities;

(b) if so, the reasons therefor; and

(c) the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYA SAGAR RAO): (a) to (c) Government understand that Pakistan has denied visas to pilgrims from Jammu & Kashmir who wished to visit Pakistan as part of the Indian jathas under the bilateral Protocol on Visits to Religious Shrines, 1974.

Government believes that Pakistan's actions are contrary to the bilateral Protocol on Visits to Religious Shrines, 1974. This matter has been taken up strongly with the Government of Pakistan.

Population Project

3058. SHRI S.D.N.R. WADIYAR:
SHRI SULTAN SALAHUDDIN OWAISI:

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

(a) whether the Government have approved extension of world bank assisted 8th population project;

(b) if so, the number of States where this project is going on at present;

(c) whether the cost of project has been revised;

(d) if so, the details thereof;

(e) the other project being expanded by the Government under the world bank aided projects;

(f) the total population likely to be covered under these projects, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): (a) and (b) Yes, Sir. The Government has approved the expansion of the ongoing World Bank assisted 8th India Population Project (IPP-VIII) currently under implementation in the cities of Bangalore, Calcutta, Delhi and Hyderabad to 94 additional cities/towns in the States of Andhra Pradesh, Karnataka and West Bengal. Besides, Uttar Pradesh and Tamil Nadu have been covered for improvement of the logistic facilities.

(c) to (e) The total cost of the project has been revised from Rs. 223.37 crore to Rs. 422.01 crore and the project period extended from 6.8.1998 to 30th June, 2001. No other World Bank aided project is being expanded at present.

(f) The state-wise population covered under the revised IPP-VIII project is as under.

State	Population covered (in lakhs)
Andhra Pradesh	35.35
Karnataka	27.71
West Bengal	46.71
Delhi	12.50
Uttar Pradesh	Entire State
Tamil Nadu	Entire State

Grants to Voluntary Organisations

3059. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) the names of schemes for which the grants are being provided/released to the voluntary organisations during the last three years;

(b) the criteria adopted to provide such grants;

(c) whether some irregularities have been noticed by the Government in sanctioning the grants for rural areas;

(d) if so, the details thereof; and

(e) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): (a) Grants are being provided to the voluntary organisations under the following schemes:

— Science & Society Programmes

— Tribal Sub Plan

— Special Component Plan for Development of Scheduled Castes

— Science & Technology Popularization Programme

— Science & Technology Entrepreneurship Development

— Skill Development & Training

— Natural Resources Data Management System

— National Science & Technology Management Information System

— Programme for Rural Areas

— Biotechnology based Programmes for Women

— Biotechnology based programme for SC/ST population

— Product and Process Development Scheme

(b) Depending upon the requirement, the credibility and competence of the organisation the proposals are received and are considered by respective Programme Advisory Committee/Expert Committee/Task Force specially constituted for the purpose.

(c) No, Sir.

(d) and (e) Does not arise.

12.02 hrs.

PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): Sir, I beg to lay on the Table—

(1) A copy of the Detailed Demands for Grants (Vol. I) (Hindi and English versions) of the Ministry of Home Affairs for the year 2000-2001.

(Placed in Library, *See* No. LT 1506/2000)

(2) A copy of the Detailed Demands for Grants (Vol. II) (Hindi and English versions) of the Ministry of Home Affairs (Union Territories without Legislature) for the year 2000-2001.

(Placed in Library, *See* No. LT 1507/2000)

THE MINISTER OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI SUKHDEV SINGH DHINDSA): Sir, I beg to lay on the Table—

(1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Urban Employment and Poverty Alleviation for the year 2000-2001.

(Placed in Library, *See* No. LT 1508/2000)

(2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Youth Affairs and Sports for the year 2000-2001.

(Placed in Library, *See* No. LT 1509/2000)

THE MINISTER OF URBAN DEVELOPMENT (SHRI JAG MOHAN): Sir, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Urban Development for the year 2000-2001.

(Placed in Library, *See* No. LT 1510/2000)

[Translation]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT, MINISTER OF SCIENCE AND TECHNOLOGY AND MINISTER OF OCEAN DEVELOPMENT (DR. MURLI MANOHAR JOSHI): Sir, I beg to lay on the Table—

(1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Science and Technology for the year 2000-2001.

(Placed in Library, *See* No. LT 1511/2000)

(2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Ocean Development for the year 2000-2001.

(Placed in Library, *See* No. LT 1512/2000)

(3) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Human Resource Development for the year 2000-2001.

(Placed in Library, *See* No. LT 1513/2000)

(4) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government of the working of the Central Electronics Limited, New Delhi, for the year 1998-99.

(ii) Annual Report of the Central Electronics Limited, New Delhi, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

(Placed in Library, *See* No. LT 1514/2000)

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI RAMESH BAIS): Sir, on behalf of Shri Suresh Prabhu. I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Chemicals and Fertilizers for the year 2000-2001.

(Placed in Library, *See* No. LT 1515/2000)

[English]

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPAN): Sir, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Non-Conventional Energy Sources for the year 2000-2001.

(Placed in Library, *See* No. LT 1516/2000)

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI N.T. SHANMUGAM): Sir, I beg to lay on the Table—

(1) A copy each of the following Notification (Hindi and English versions) under sub-section (2) of Section 23 of the Prevention of Food Adulteration Act, 1954:—

(i) The Prevention of Food Adulteration (3rd Amendment) Rules, 1999 published in Notification No. G.S.R. 319 (E) in Gazette of India dated the 6th May, 1999 together with a corrigendum thereto published in Notification No. G.S.R. 697 (E) dated the 11th October, 1999.

(ii) The Prevention of Food Adulteration (4th Amendment) Rules, 1999 published in Notification No. G.S.R. 396 (E) in Gazette of India dated the 27th May, 1999 together with a corrigendum thereto (in Hindi versions only) published in Notification No. G.S.R. 631 (E) dated the 10th September, 1999.

(Placed in Library, *See* No. LT 1517/2000)

(2) A copy of the Drugs and Cosmetics (1st Amendment) Rules, 1998 (Hindi and English versions) published in Notification No. G.S.R. 120 (E) in Gazette of India dated the 5th March, 1998 under section 38 of the Drugs and Cosmetics Act, 1940 together with a Corrigendum thereto published in Notification No. G.S.R. 242 (E) dated the 5th April, 1999.

(3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

(Placed in Library, *See* No. LT 1518/2000)

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Cancer Institute, Chennai, for the year 1998-99, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Cancer Institute, Chennai, for the year 1998-99.

(5) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

(Placed in Library, *See* No. LT 1519/2000)

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Lala Ram Sarup Institute of Tuberculosis and Allied Diseases, New Delhi, for the year 1997-98, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lala Ram Sarup Institute of Tuberculosis and Allied Diseases, New Delhi, for the year, 1997-98.

(7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

(Placed in Library, *See* No. LT 1520/2000)

(8) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Health and Family Welfare for the year 2000-2001.

(Placed in Library, *See* No. LT 1521/2000)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): Sir, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Parliamentary Affairs for the year 2000-2001.

(Placed in Library, *See* No. LT 1522/2000)

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI JAYSINGRAO GAIKWAD PATIL): Sir, I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Advanced Study, Shimla, for the year 1997-98, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Advanced Sutdy, Shimla for the year 1997-98.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, *See* No. LT 1523/2000)

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Historical Research, New Delhi, for the year 1997-98 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Council of Historical Research, New Delhi, for the year 1997-98.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, *See* No. LT 1524/2000)

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1998-99 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Kurukshetra, for the year 1998-99.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library, *See* No. LT 1525/2000)

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Pondicherry University, Pondicherry, for the year 1998-99.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Pondicherry University, Pondicherry, for the year 1998-99.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

(Placed in Library, *See* No. LT 1526/2000)

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Dr. B.R. Ambedkar Engineering College, Jalandhar for the year 1998-99 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Dr. B.R. Ambedkar Regional Engineering College, Jalandhar, for the year 1998-99.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

(Placed in Library, *See* No. LT 1527/2000)

(11) (i) A copy of the Annual Report (Hindi and English versions) of the West Bengal District Primary Education Programme, Calcutta, for the year 1998-99 alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the West Bengal District Primary Education Programme, Calcutta, for the year 1998-99.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11), above.

(Placed in Library, *See* No. LT 1528/2000)

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Durgapur, for the year 1998-99 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Durgapur, for the year 1998-99.

(14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

(Placed in Library, *See* No. LT 1529/2000)

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1998-99 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1998-99.

(16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

(Placed in Library, *See* No. LT 1530/2000)

(17) (i) A copy of the Annual Accounts (Hindi and English versions) of the Navodaya Vidyalaya Samiti, New Delhi, for the year 1996-97, together with Audit Report thereon.

(18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

(Placed in Library, *See* No. LT 1531/2000)

(19) (i) A copy of the Annual Report (Hindi and English versions) of the National Book Trust India, New Delhi, for the year 1997-98.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Book Trust, New Delhi, for the year 1997-98, together with Audit Report thereon.

(iii) Statement regarding Review (Hindi and English versions) by the Government of the working of the National Book Trust, India, New Delhi, for the year 1997-98.

(20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

(Placed in Library, *See* No. LT 1532/2000)

(21) (i) A copy of the Annual Report (Hindi and English versions) of the U.P. Education for All Project Board, Lucknow, for the year 1998-99 alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the U.P. Education for All Project Board, Lucknow, for the year 1998-99.

(22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

(Placed in Library, *See* No. LT 1533/2000)

(23) (i) A copy of the Annual Report (Hindi and English versions) of the Lok Jumbish Parishad, Jaipur, for the year 1998-99 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lok Jumbish Parishad, Jaipur, for the year 1998-99.

(24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.

(Placed in Library, *See* No. LT 1534/2000)

(25) (i) A copy of the Annual Report (Hindi and English versions) of the Nagaland University, Kohima, for the year 1997-98.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working

of the Nagaland University, Kohima, for the year 1997-98.

(26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.

(Placed in Library, *See* No. LT 1535/2000)

(27) (i) A copy of the Annual Report (Hindi and English versions) of the University of Hyderabad, Hyderabad, for the year 1998-99.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the University of Hyderabad, Hyderabad, for the year 1998-99.

(28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.

(Placed in Library, *See* No. LT 1536/2000)

(29) (i) A copy of the Annual Report (Hindi and English versions) of the Assam University, Silchar, for the year 1998-99.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Assam University, Silchar, for the year 1998-99.

(Placed in Library, *See* No. LT 1537/2000)

(30) (i) A copy of the Annual Report (Hindi and English versions) of the Nagaland University, Kohima, for the year 1998-99.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Nagaland University, Kohima for the year 1998-99.

(Placed in Library, *See* No. LT 1538/2000)

(31) A copy of the Council of Architecture Recruitment and Promotion Regulations, 1999 (Hindi and English versions) published in Notification No. F. No. CA/28/98 (RR) in Gazette of India dated the 19th February, 2000 under sub-section (3) of Section 45 of the Architects act, 1972.

(Placed in Library, *See* No. LT 1539/2000)

THE MINISTER OF STATE IN THE DEPARTMENT OF SCIENCE AND TECHNOLOGY OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BACHI SINGH RAWAT 'BACHDA'): Sir, I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Statement regarding Review by the Government of the working of the Indian Vaccines Corporation Limited, Gurgaon, for the year 1998-99.

(ii) Annual Report of the Indian Vaccines Corporation Limited, Gurgaon, for the year 1998-99 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, *See* No. LT 1540/2000)

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI V. DHANANJAYA KUMAR): Sir, on behalf of Shri Balasaheb Vikhe Patil, I beg to lay on the Table a copy of the statement (Hindi and English versions) correcting the reply given on the 17th December, 1999 to Unstarred Question No. 2808 by Shri Varkala Radhakrishnan, M.P. regarding Funds for Gram Panchayats.

(Placed in Library, *See* No. LT 1541/2000)

12.03 hrs.

STANDING COMMITTEE ON AGRICULTURE

(First, Second, Third, Fourth and Fifth Reports)

[English]

SHRI S.S. PALANIMANICKAM (Thanjavur): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Agriculture—

(1) First Report on Action Taken by the Government on the Recommendations/Observations contained in the Eighteenth Report of the Standing Committee

on Agriculture (Twelfth Lok Sabha) on Demands for Grants (1999-2000) relating to the Ministry of Agriculture (Department of Agriculture and Co-operation).

(2) Second Report on Action Taken by the Government on the Recommendations/Observations contained in the Nineteenth Report of the Standing Committee on Agriculture (Twelfth Lok Sabha) on Demands for Grants (1999-2000) relating to the Ministry of Agriculture (Department of Agricultural Research and Education).

(3) Third Report on Action taken by the Government on the Recommendations/Observations contained in the Twentieth Report of the Standing Committee on Agriculture (Twelfth Lok Sabha) on Demands for Grants (1999-2000) relating to the Ministry of Agriculture (Department of Animal Husbandry and Dairying).

(4) Fourth Report on Action Taken by the Government on the Recommendations/Observations contained in the Twenty-second Report of the Standing Committee on Agriculture (Twelfth Lok Sabha) on Demands for Grants (1999-2000) relating to the Ministry of Agriculture (Department of Food Processing Industries).

(5) Fifth Report on Action Taken by the Government on the Recommendations/Observations contained in the Twenty-first Report of the Standing Committee on Agriculture (Twelfth Lok Sabha) on Demands for Grants (1999-2000) relating to the Ministry of Water Resources.

12.04 hrs.

COMMITTEE ON PETITIONS

Minutes

[Translation]

SHRI BASU DEB ACHARIA (Bankura): Sir, I beg to lay on the Table of the House the Minutes (Hindi and English versions) of the First of Tenth Sittings of the Committee on Petitions (Twelfth Lok Sabha).

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Speaker Sir. through You, I would like to draw the attention of the Government to the proselytising activities carried out by the Christian missionaries in Uttar Pradesh.

The christian missionaries in the name of serving and educating people have forcibly converted some Dalit families in the Shisvan bazar of district Maharajganj and Kushinagar district of Eastern Uttar Pradesh. Tension is pervading in that area, therefore, by drawing the attention of the Government through you, towards this situation, I would like to urge upon the Government before the situation deteriorates to check the activities of the christian missionaries engaged in the anti-national activities and luring people to change their loyalties....*(Interruptions)*

[English]

SHRI SURESH KURUP (Kottayam): Sir, this sort of submission should not be allowed....*(Interruptions)*... In Uttar Pradesh, there is a concerted effort....*(Interruptions)*..

MR. SPEAKER: Nothing will go on record except what Yogi Aditya Nath says.

*(Interruptions)**...

[Translation]

YOGI ADITYA NATH: These activities should be checked so that the situation can be controlled in that area before it gets out of hand....*(Interruptions)*.

SHRIMATI KANTI SINGH (Bikramganj): Mr. Speaker, Sir, Rohtas Industries based in Dalmia Nagar in Bihar was a major industrial establishment wherein about 10,000 to 12,000 workers were employed....*(Interruptions)*

[English]

MR. SPEAKER: I have called Shrimati Kanti Singh.

...*(Interruptions)*

SHRI ANIL BASU (Arambagh): It is a matter affecting the unity and integrity of the country. That should not be recorded in the House....*(Interruptions)*

MR. SPEAKER: Please sit down.

...*(Interruptions)*

SHRI SURESH KURUP (Kottayam): Sir, he has made a submission against the minorities....*(Interruptions)*

MR. SPEAKER: Please take your seat. I have already called Shrimati Kanti Singh.

...*(Interruptions)*

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*Not recorded.

SHRI N.N. KRISHNADAS (Palghat): Sir, his submission is against the minorities. Why should that be recorded?...*(Interruptions)*

MR. SPEAKER: I will go into the record. If there is anything objectionable, that will be expunged.

...*(Interruptions)*

SHRI N.N. KRISHNADAS: Sir, that should be deleted from the records....*(Interruptions)*

MR. SPEAKER: Anything objectionable will be expunged from the record.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE (Bolpur): There is no tolerance in this country. I would request senior leaders like the hon. Minister of Home Affairs to see that such provocative issues are not raised in this House....*(Interruptions)*

MR. SPEAKER: I will go through the record.

...*(Interruptions)*

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): Sir, he is not pursuing it.

MR. SPEAKER: I will go through the record and if anything objectionable is there, it will be expunged.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE: Secularism is very important. That is a matter to be kept in mind....*(Interruptions)*

MR. SPEAKER: He is not pursuing it. The hon. Minister has already given a reply.

...*(Interruptions)*

[Translation]

SHRIMATI KANTI SINGH: Mr. Speaker, Sir, I would like to draw the attention of the Government through you, to the Rohtas Industries located in Dalmia Nagar of Bihar which was a major industrial establishment of its time. About 10,000 to 12,000 workers were employed in this industry. Some of the major products like Sugar, Dalda, Paper, asbestos and soap etc were being produced by this industry. It was the second biggest industrial house, after the Tatas in Bihar. It is unfortunate, that this industrial house has been lying closed for so many years When Shri V.P. Singh became the Prime Minister of this country, the attention of the then Government was drawn towards this. At that time financial assistance to the tune of rupees 15 crore was given to the management of this business house. With that, the industry was revived. Thereafter no subsequent central Government paid any attention towards this industry. Now, the workers have been rendered jobless and are on the verge of starvation. I would like to urge the Government that while privatisation is being discussed under the new industrial policy, the Union Government should either revive that industry by bestonring a special package or hand it over to the private sector, thereby relieving the workers from the problem of starvation and unemployment.

[English]

SHRI K. MURALEEDHARAN (Calicut): Sir, I would like to raise a matter regarding the crisis faced by the small coffee cultivators in the State of Kerala and the neighbouring States of Karnataka and Tamil Nadu.

Presently, the price of coffee has come down to Rs. 33 per kilogram. Actually, it was Rs. 130 per kilogram and it has now come down to Rs. 33. This price is much below the cost of production. So, I request the Government to intervene in the matter and take the following four steps in this regard.

The import duty on coffee is 15 per cent now. It has to be increased to 50 per cent. Then, we can reduce the import of coffee also.

There should be an immediate suspension of cess on coffee until the market situation improves.

The Government should write-off all interest on loans taken by the coffee growers from the Coffee Board. The Government should direct the nationalised banks to recover only the principal amounts taken by the small coffee growers.

The Government should authorise NAFED to procure at least ten thousand tonnes of coffee at the rate of Rs 75 per kilogram. Thank you.

[Translation]

SHRI MADAN LAL KHURANA (Delhi Sadar): Sir, the price rise of certain commodities in Delhi in the Last two months has not only given way to inflation but has also hit the low income group of people very hard. The price of petrol was raised by Rs. two per litre in the name of uniform sales tax. The DTC fares were hiked by 80 per

cent and the rates of DMS milk were hiked by 100 percent. The milk in Delhi is supplied by three agencies.

SHRI MULAYAM SINGH (Sambhal): Who is responsible?

SHRI MADAN LAL KHURANA: I am coming to that. Tonned milk was being supplied by the DMS at the rate of Rs. 7 per litre to the poor people. The second supplying agency is Mother Dairy and the third one is a private agency. It is being said that the price of DMS milk has not been hiked since 1992 i.e. since nine years owing to this DMS suffered a loss to the tune of Rs. 550 crore.

12.11 hrs.

[SHRI BASU DEB ACHARIA *in the Chair*]

Last year DMS suffered a loss to the tune of Rs. 80 crore. They did not hike the prices in the last nine years and to meet this loss they have now burdened the poor people by hiking the prices of the milk by 100 percent.

Sir, I would like to quote a very small example. The Swantantra Bharat Mill a my electoral constituency has been lying closed for the last few years. Only a few days ago some women complained to me that their children had been rendered jobless and that they had to face an additional burden of Rs. 210 every month for procuring one litre milk daily for the purposes of tea. We met the Prime Minister and was told about the problem. He seemed convinced and it appeared he would do something to reduce the prices. Meanwhile the Prime Minister left for mauritius and only yesterday the Minister of Agriculture stated in the Rajya Sabha that prices would not be rolled back. The prices that have been increased will not be decreased. I cannot say that we were assured by the Prime Minister however we were given the impression that he would take some measure in this regard.

Therefore, I through you would like to draw the attention of the Government towards this matter and the prices of DMS milk should be slashed down so as to mitigate the additional burden on Delhites.

DR. M.P. JAISWAL (Bettiah): Sir, I would like to draw the attention of the Government to a very important issue relating to the backward classes of the society. A news item regarding reservation for the backward classes in the IAS cadre was published in the Hindi Daily 'Jansatta' 5th March, out of a total of, 166 candidates, 49 candidates belonging to the OBC category, cleared the IAS examination and their names were recommended for appointment by the UPSC to the Government, being 27% of the stipulated quota reserved for this category, though the names of these candidates had figured in the list of general condidates declared successful in examination. As a result of which the names of 47 OBC candidates declared successful in the OBC category had to be deleted by the Department of Personnel. Since the names had already been declared, they were about to join. They were fully competent to become an IAS by virtue of being cleared the UPSC examination in 1997. Under an Act, of the Government of India, it has been provided that if someone seeks seat under the quote reserved for the backward classes and simultaneously his name is figured in the merit list then he shall remain in the merit list, he shall not be considered for seat under the reserve quota. Sir, these 47 meritorious candidates have been denied justice.

I urge upon the Government to do justice with those 47 candidates whose names were deleted by adding their names to the list of successful candidates and ask them to join the training meant for the qualified IAS candidates....*(Interruptions)*

MR. CHAIRMAN: Please sit down.

SHRI RAMANAND SINGH (Satna): Sir, please ask the hon. Minister to reply to the question raised by Jaiswalji ...*(Interruptions)* we should be given protection....*(Interruptions)*

MR. CHAIRMAN: Please, sit down.

SHRI RAMANAND SINGH: The matter raised by him is a very serious one. Reply should be given.

[English]

MR. CHAIRMAN: I cannot direct the Minister to reply or respond.

....*(Interruptions)*

[Translation]

MR. CHAIRMAN: Please sit down.

SHRI RAMANAND SINGH: Sir, reaction from the Ministry is awaited on this issue....*(Interruptions)* It is a policy matter of the Government therefore, the Government should give some reply.

[English]

MR. CHAIRMAN: Please take your seat. Shri Selvaganpathi please.

....*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except what Shri Selvaganpathi says.

*...(Interruptions)**

SHRI T.M. SELVAGANPATHI (Salem): Mr. Chairman, Sir, I thank you very much for giving me the opportunity to raise an important issue....*(Interruptions)*

[Translation]

DR. M.P. JAISWAL: Sir, a wrong message is being sent that this government is anti backward classes....*(Interruptions)* Mr. Minister is sitting here, he should give a reply about it.

MR. CHAIRMAN: The Hon'ble Minister do not want to give a reply (English) cannot compel the hon. Minister to respond.

...(Interruptions)

MR. CHAIRMAN: Please first take your seat. You have again stood up.

[English]

SHRI T.M. SELVAGANPATHI: Sir, I profusely thank you for having allowed me to raise an important issue concerning my constituency....*(Interruptions)* Sir, there is no order in the House. How can I make the point?...*(Interruptions)* Sir, it is regarding privatisation of steel industry.

MR. CHAIRMAN: Nothing will go on record except what Shri Selvaganpathi says.

*...(Interruptions)**

[Translation]

SHRI RAMANAND SINGH: The Government should give a reply.

MR. CHAIRMAN: Mr. Minister does not want to give reply, I cannot direct or compel him. Please try to understand. Take your seat.

...(Interruptions)

MR. CHAIRMAN: Please go back to your seat. If the Minister is not willing to give a reply, what can I do.

...(Interruptions)

*Not recorded.

MR. CHAIRMAN: I understand it but what can I do.

[English]

SHRI SOMNATH CHATTERJEE: Sir, there is not even a single Minister for Parliamentary Affairs present here. The Ruling Party Members are disturbing the proceedings of the House. There is nobody to control them. They have to adjust it with their own Ministers.

The Treasury Benches are distrubing the House; and there is no Minister for Parliamentary Affairs present here to even control their own Members. This is very strange....*(Interruptions)*

[Translation]

MR. CHAIRMAN: Please take your seat.

[English]

SHRI T.M. SELVAGANPATHI: Sir, I am raising an important issue concerning the entire steel industry of the nation. Salem Steel Plant is the only public sector steel industry in the State of Tamil Nadu....*(Interruptions)* Sir, there is no order in the House....*(Interruptions)*

[Translation]

MR. CHAIRMAN: Please take your seat.

...(Interruptions)

SHRI DHARM RAJ SINGH PATEL (Phulpur): Sir, we want a reply from the Government in this regard....*(Interruptions)*

MR. CHAIRMAN: Please sit down. If the Minister is not willing to answer, I cannot compel or guide him. Please try to understand and let other members speak. Mr. Patel, you please sit down. Please go back to your seat.

SHRI DHARM RAJ SINGH PATEL: Sir, gross injustice is being done towards backward classes.

DR. M.P. JAISWAL: The image of the Government is being famished by the officers of the Department of Personnel....*(Interruptions)*

[English]

SHRI T.M. SELVAGANAPATHI: Sir, the hon. Minister can give an assurance to pacify the hon. Members.

[Translation]

MR. CHAIRMAN: Please sit. Now the Minister is giving reply.

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): Sir, this point which has been brought to notice is very serious and important as well. Therefore, I will convey it to the concerned Minister and ask him as well to provide information to the Hon. Member about that.

SHRI DHARM RAJ SINGH PATEL: Sir, this point was raised by me and my leader last time but we have not received any reply about it so far.

MR. CHAIRMAN: The Minister has given the reply. Please sit down. Hon. Member is going to raise a very important question here.

[English]

SHRI T.M. SELVAGANPATHI: Sir, Salem Steel Plant is the only public sector steel plant in the whole of Tamil Nadu....*(Interruptions)* Sir, it is unfortunate and distressing to note that the present Government has taken a decision at the Cabinet level to privatise the Salem Steel Plant....*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except Shri T.M. Selvaganapathi's speech.

*...(Interruptions)**

SHRI T.M. SELVAGANAPATHI (Salem): The decision was taken on the recommendation of the American Consultant, Mackenzie & Co. The consultancy was done free of cost. We can understand why the American firm is giving the consultancy to the Government of India free of cost. Their recommendation is to privatise the entire Salem Steel Plant worth the market value of Rs. 2,500 crore. 25,000 acres of agricultural land was given to this Plant to start this noble industry. This is the only public sector steel plant in the whole of Tamil Nadu. If the Government has decided to privatise this industry only to be snatched away by a few vested interests, then it is unfortunate. Third stage of the expansion of the Salem Steel Plant was carried out only in 1995 with the public money worth Rs. 808 crore. There is a practice in the Government that a tender is awarded only after taking a policy decision. Here is a case, which is a daring incident, where the Government has already issued a global tender without taking a policy decision on privatisation.

I accuse the Government of supporting the industries who are trying to take over the threshold of the steel industry. In the Tamil Nadu Government, there are three Cabinet Ministers and four State Ministers who are party to this decision. The Cabinet takes this decision on the day of opening the tender. This is the vital difference. Instead of taking a policy decision, in order to shield the tenderers, in order to shield the malpractice, a Cabinet decision is taken in this regard....*(Interruptions)*

SHRI VAIKO: Sir, the Hon. Member should not attribute motives....*(Interruptions)*

SHRI T.M. SELVAGANAPATHI: Please do not divide on this issue....*(Interruptions)*

SHRI VAIKO: Sir, he should not attribute motives. We oppose the privatisation and we are taking up this issue....*(Interruptions)*

SHRI SOMNATH CHATTERJEE: It is very important that Shri Vaiko and our friends from Tamil Nadu are joining us. I hope the Cabinet Minister will respond similarly and oppose it....*(Interruptions)*

SHRI T.M. SELVAGANPATHI: The entire Alloy Steel Plant in Durgapur is solely based on the Salem Steel Plant. Once it is privatised, the alloy plant worth about Rs. 5,000 crore will be killed. There is an evil design to finish off both the industries in favour of the private entrepreneurs....*(Interruptions)* This particular district lies in my constituency. I earnestly appeal to the Government....*(Interruptions)*

MR. CHAIRMAN: He has taken note of it. Please take your seat. We have to accommodate all the Members today.

SHRI T.M. SELVAGANPATHI: If this industry is given in the private hands, the farmers of my constituency are ready to take back their agricultural land even if they have to shed their blood. Small farmers who are earning their livelihood from it, wish to take over their lands. I warn the Government about that and demand from the Government to withdraw this particular decision. Just in order to help the persons close to the power sector, such a decision should not be taken.

Jindal Industry is known for its unethical and immoral practices in the industrial sector. They are being shielded. I have a report that Jindal industry is going to take over

*Not recorded.

it. The Government should come out with a statement. I expect the Government to respond to this issue. This steel industry has given Rs. 1,500 crore to the Government exchequer....*(Interruptions)*

MR. CHAIRMAN: I have asked Shri Sunil Khan to speak on the same subject.

...(Interruptions)

SHRI T.M. SELVAGANPATHI: Sir, I would like to Government to respond....*(Interruptions)*

MR. CHAIRMAN: You can take your seat.

...(Interruptions)

SHRI T.M. SELVAGANPATHI: Sir, the people of my constituency would like to have a response from the Government.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Sir, the Government should respond to this. The entire House is in agreement....*(Interruptions)*

SHTI T.M. SELVAGANPATHI: A Cabinet Minister from the State of Tamil Nadu is involved....*(Interruptions)*

MR. CHAIRMAN: I have already called Shri Sunil Khan to speak on the same subject. Please take your seat.

SHRI VAIKO: I seek your protection. Kindly allow me also to speak....*(Interruptions)*

SHRI SUNIL KHAN (Durgapur): Sir, the decision of the Cabinet to sell out Salem Steel Plant, VISL and A.S.P. Durgapur has created serious resentment amongst the employees of ASP, Salme Steel Plant and VISL....*(Interruptions)* This would practically end the public sector participation in alloy and stainless steel making and would hand over the important segment of the country's market to foreign players....*(Interruptions)* If today Salem is separated from ASP, then ASP will have no market as it lacks the finishing capacity. It will meet the death.

I request that if Rs. 50 crore is given to ASP that will not only help Durgapur but it would also help Salem because these two industries are depending on each other. So, Rs. 50 crore is required for the revival of this plant. It would reduce the cost of production by at least Rs. 5000 per tonne which is a subetantial reduciton. This money can be recouped within two to three years. Both these steel plants can be saved. You are going to sell the captive power plant which is generating power at the cost of 0.90 paise per unit. But if it is privatised, it would generate power at the cost of, at least, Rs.4 per unit. After that every steel plant of India will be privatised. So, please State clearly whether you are *swedeshi* or *videshi*....*(Interruptions)*

MR. CHAIRMAN: Please take your seat. You can speak from your seat.

SHRI VAIKO: In no uncertain term, I strongly oppose any move to privatise the Salem Steel Plant. It was a long pending dream of the people of Tamil Nadu. When Dr. Kalaingar Karunanidhi became the Chief Minister of Tamil Nadu in the year 1971, he took up this issue with the then Prime Minister, late Indira Gandhi. Then that dream was fulfilled. Now, any move to privatise the Salem Steel Plant is a rude shock to the people of Tamil Nadu. Both the steel plants at Durgapur and Salem can definitely be protected. There is no need to privatise them....*(Interruptions)*

The Government of Tamil Nadu has already taken up this issue with the Central Government. The hon. Chief Minister, Dr. Kalaingar has already communicated this to the Central Government. The Members of Parliament from Tamil Nadu who are representing NDA have strongly represented to the Government that any move to privatise these plants should be withdrawn. We are not for privatisation of these plants.

SHRI CHANDRA SHEKHAR (Ballia, U.P.): Mr. Chairman, Sir, the hon. Member has raised a very serious issue. It is not only the question of Salem Steel Plant but whatever they might be saying, the plan of the Government is to sell away the whole steel Plant. The ony plea advanced is that they are not making huge profits. Kindly recall the beginning of these public undertakings. Long back Pandit Nehru went to United States of America in order to get help from them in installing the steel plants. The then President of United States of America said to him that he can get cheaper steel from USA. He asked Pandit Nehru why do you want establish steel plants? At that time, Pandit Nehru said that a country of India's size and potentialities cannot depend upon foreign sources for basic material. Whatever may be the cost and whatever the nation may have to pay, we shall establish the steel plants in India in order to make India self-sufficient and independent in order to preserve our sovereignty. My friend Shri Murli Manohar Joshi who happens to be a senior Minister in the Government of India, is here. He is a very good friend of mine. I do not know why he is silent. Shri Baalu who is a member of the Cabinet and is from Tamil Nadu is also silent. I am told that the Chief Minister of Tamil Nadu has also pleaded with the Government not to do this. It is not the question of steel only. But the whole public sector is being privatised and is going in the hands of the multinationals. What are we aiming at? That is our concern.

SHRI VAIKO: The West Bengal Government have also opened the doors for multinationals and privatisation.

SHRI CHANDRA SHEKHAR: Whosoever has done this whether it is the Congress or the BJP or myself or anybody else, at least I am prepared to say that I am opposing it from the very beginning.

At least I am prepared to say that I have been opposing it from the very beginning. I know its consequences. It will lead to the slavery of this country, not just the economic slavery. At that time also I had warned that if you accept intervention in economic affairs, you will have to accept intervention in political affairs as well and it is a writing on the wall today.

Mr. Chairman, I think you will advise the Government not to be in a great hurry to sell away everything that India has established during the last five decades. It has been built with the toil and labour of our people. They have made great sacrifices. It is not for the people sitting in places of authority now to sell away the whole property of the nation which has been acquired during the last fifty years.

I am glad that Shri Vaiko has extended his support and I hope that he would extend his support to see that this Government does not succeed in getting away with this scheme in the name of something. A pious word 'disinvestment' has been coined in order to sell everything of this country. I hope my friend Dr. Murli Manohar Joshi is listening. Sometimes there is a challenge in the life of every individual as there are challenges in the life of a nation. Now as the nation is facing a grim challenge, he should accept it not as a challenge to the nation, but a challenge to his integrity, honour, dignity and grace.

SHRI SOMNATH CHATTERJEE: We are extremely grateful to our very respected leader Shri Chandra Shekhar for his every apposite and clear intervention. I am also thankful to Thiru Vaiko for his support to the issue that has been raised here.

I would like to request all the hon. Members here not to make it a partisan issue. This is a question of India's economic sovereignty with which political sovereignty is also connected. We cannot dissociate it. I am not trying to score a debating point here. It appears now that the NDA is not fully united on this issue. I congratulate our friends who have seen this question with the right attitude and in the right light. I know they are keeping a bad company now. But I hope they will maintain their individuality.

SHRI VAIKO: We have already given up the bad company.

SHRI SOMNATH CHATTERJEE: I am only saying that there is a division of opinion on this issue. Therefore, this should not be treated as a mere Government-Opposition matter. This question pertains to the vital areas like our country's sovereignty, our country's economic independence, our country's resources and our self-reliance. I am sure, whoever is on that side will not compromise on those issues. Can we be dependent for everything on others?

Therefore, I strongly associate myself with this issue. I know today the heart of Dr. Joshi is bleeding. Now that the new RSS Chief has issued a warning to the Prime Minister, probably Dr. Joshi appreciates it in private. I want him to respond. Shri Chandra Shekhar has very rightly said that we have looked up to him because in that company, only he has some saner voice at least with regard to industry and economy. May be in other matter he is influenced by Shri Chitlangia, but here he has got a very good issue.

Therefore, we very strongly demand that this could not be allowed to be treated as a partisan matter. It should be fully discussed and the Opposition should be taken into confidence. We do not know how things are happening.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): I fully share the concern expressed by distinguished Members, specially that of Shri Chandra Shekhar. I strongly feel that the time has come for the Government to come out very clearly and openly in regard to the fate of these structures which have been built over the years with the toil and sweat of hundreds and thousands of industrial workers and various forces of this country.

It is true that the policy of economic liberalisation has been laid by the Congress Government when Dr. Manmohan Singh was the Finance Minister and Shri Narasimha Rao was the Prime Minister.

It is also true that there are many conscious approaches on various fronts including experiments. I can tell you with authority that the Congress Party from this side shall share the concern of all other parties in seeing that the goal of these structures which were Pandit Jawaharlal Nehru's dream followed by Shrimati Indira Gandhi cannot be destroyed in this fashion. If it is required, then the entire economic policy may be reviewed. Our Party is prepared for it. But we cannot sell out the country....*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY (Calcutta North West): Sir, I would like to clarify our stand on this issue. There are 248 Central public sector undertakings. Some of them are profit-making ones and some are loss making undertakings. There are *navratnas*, mini-*ratnas* and *ratnas*.

During Pandit Nehru's regime, the Government of India had set up the Central Public Sector undertakings with a vision of developing the growth and economy of India. From the very beginning, we are of the opinion that the term 'disinvestment', which hon. Member, Shri Chandra Shekhar has said, has been causing tremendous anxiety in the minds of thousands of workers who are now employed in these Central public sector undertakings. On the one hand, there is no scope for fresh employment. Employment generation has totally been stopped. There is ban on new job opportunities. On the other hand, in the name of disinvestment, these public sector undertakings are going to be closed down. Our leader, Kumari Mamata Banerjee, at the very outset, categorically said that SAIL is our pride and we have joined or extended our support unequivocally to this Ministry. We are very much one so far as disinvestment is concerned. Before announcement or declaration of disinvestment of any Central public sector undertaking, the Government of India should think twice or thrice on the matter. A new Ministry has been set up but the purpose or the motive or the target of this Ministry should not be in such a way that disnivestment would become the only solution. Our pride—the steel sector—should be given all-out protection, should be given all-out budgetary support and financial assistance by which they can get a revival package and can survive by themselves.

SHRI VAIKO: Sir, to the delight of the hon. Members, particularly, Shri Somnath Chatterjee, I would say that the Tamil Nadu Legislative Assembly has passed a unanimous resolution against privatisation....*(Interruptions)*

SHRI T.M. SELVAGANPATHI: Has it been implemented?...*(Interruptions)*

SHRI VAIKO: We are opposed to the looting of public property and State property by any individual also....*(Interruptions)*

[Translation]

SHRI MULAYAM SINGH YADAV (Sambhal): Mr. Chairman Sir, we support all the views expressed by our hon. leaders. We don't want to discuss at length on this. We want to raise two important points here because the questions which were raised by our colleagues about the policies implemented by the Congress or by any other party and whosoever has committed the mistake but because of the wrong policies of the Government you people are in power and the most unfrotunate and regrettable thing is this that the hon. Joshiji, who was most vocal about the Swadeshi movement but a sort of pro-foreign movement is going at every stage nowadays.

And the second thing, privatisation did not mean only economic development, rather it was aimed at self-dependance of our country in every area and the technology which we have and the hard work which our people have out in will go in vain, if we go in for privatisation indiscriminately. The question is not that of loss or profit. But if this is the question, then who is responsible for the loss, what were your policies and the kind of policies you implemented which led to loss in them.

Mr. Chairman, Sir, we want to caution the way liberalisation is going on, the country is being taken over by the foreign forces. I want to tell that Malaysia was the most powerful country from economic point of view among the eastern and southern countries but later on the economy of that country ruined so much that the Prime Minister of that country gave a statement on year back that the foreign countries have not only looted the money of his country and destroyed their economy but also interfered in the political affairs of their country. I think that we should learn a lesson from his statement and this precedent of Malaysia.

Mr. Chairman, Sir, we accept this fact before the hon. Members in the Lok Sabha today that all the laws relating to liberalisation are being framed under the pressure of foreign powers and rich countries and all these are being framed as per their convenience. In our view the Government has got some sort of compulsion following which the entire country is being led to liberalisation. I think that even if we have to go for some liberalisation, still we should decide it in the Lok Sabha and it should be done on the terms accepted by it but this has not been done. On the contrary this is being done as per the needs of the foreigners and their terms and at the will of the rich nations and foreign companies.

Mr. Chairman, Sir, just now it has been said from the treasury benches that China has made the maximum investment. I want to say that this is nothing but to mislead the House. Whatever investment China has made it has been done on its own terms and conditions and India has taken the course of liberalisation just to meet the needs of foreign companies and rich countries. Today, laws are being framed or amended by the Government

under the pressure of rich countries and companies or they should tell the House about their compulsion in doing so, since, the opinion of all parties is against it, why the feelings of the House are not being respected.

Mr. Chairman, Sir, now the Government would have realised the feelings of the House. There is no question of the treasury benches and opposition. It could be severely criticised that the scheme of liberalisation is not that of this Government but it was envisaged by the congress. But I think that now you are in power, therefore the maximum responsibility lies on you. I want to draw your attention towards the period when you were in the opposition and remind you that it were you who opposed it most at that time and now you cannot escape by saying that these policies were initiated by the congress. Today, you are in power and making one law and the other. Therefore, you cannot escape from the responsibility.

Mr. Chairman, Sir, today if the public sector undertakings are running in losses, the remedy does not lie in handing over them to the private hands or sell out to foreign rich companies. If they are incurring losses, measures should be taken to bring about improvement in them. If officers are at fault they should be penalised. And obviously, remedy to bring about improvement in them does not lie in handing them over to private sector or foreign rich companies or nations. Going by their acts, I doubt the bonafides of the Gcvernment and feel that there is some personal interests involved behind this move. Otherwise, how far is it right to hand over the public sector undertakings to private sector all over the country with a blind eye. Therefore I appeal to this Government and Shri Murali Manohar Joshi, who is sitting here that they should think over it and in any case these should be saved from going to private sector or into the hands of the rich countries. With these words, I conclude.

[English]

SHRI P.H. PANDIYAN (Tirunelveli): Sir, I will take just one minute....*(Interruptions)*

MR. CHAIRMAN: Dr. Joshi wants to respond. Shri Pandian, please take your seat.

.....*(Interruptions)*

SHRI PRAKASH PARANJPE (Thane): Sir, it is a most important issue. I want to say a few words. I will take two minutes. Please allow me....*(Interruptions)*

MR. CHAIRMAN: No. The hon. Minister is already on his legs. Please take your seat.

.....*(Interruptions)*

SHRI P.H. PANDIYAN: It is a most important issue. The Economic Survey, undertaken by the Government of India, has recommended that unutilised public property should be sold. It has been stated in the Economic Survey. This is a recommendation....*(Interruptions)*

MR. CHAIRMAN: The names of many hon. Members are there. I want to accommodate as many Members as possible. Please take your seat. Shri Pandian, please cooperate.

SHRI P.H. PANDIYAN: Is it not an important issue? ...*(Interruptions)*

MR. CHAIRMAN: Dr. Joshi is on his legs. He wants to respond. Please listen to him.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Chairman, Sir, we have received so many papers on behalf of the Government and going through them it seems that the Government is going to handover the public sector undertakings of this country to the multinationals. We strongly oppose it....*(Interruptions)*

SHRI CHAIRMAN: Mr. Raghuvansh Prasad Singh ji, please sit down.

...*(Interruptions)*

[English]

MR. CHAIRMAN: I cannot allow everybody to speak on the same subject.

...*(Interruptions)*

SHRI P.H. PANDIYAN: Let the Government withdraw the proposal mentioned in the Economic Survey....*(Interruptions)*

[Translation]

THE MINISTER OF HUMAN RRESOURCE DEVELOPMENT, MINISTRY OF SCIENCE OF TECHNOLOGY AND MINISTER OF OCEAN DEVELOPENT (DR. MURLI MANOHAR JOSHI): Sir, I listened very carefully to the views of all the honourable members and I will convey the concerned minister of the feelings of the House expressed on this issue....*(Interruptions)*

SHRI MULAYM SINGH YADAV: He is sitting behind you....*(Interruptions)*

DR. MURALI MANOHAR JOSHI: I was talking about the Minister of steel....*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE: One Minister is there to run the undertakings and another Minister is there to close down to undertakings....*(Interruptions)*

DR. MURALI MANOHAR JOSHI: There is no question of closing down that and nor is there is any question of working under the pressure of any foreign power in any way. I assure you that as long as this government is in power, no decision will be taken under the pressure of any foreign power.

SHRI SOMNATH CHATTERJEE: It is just verbally....*(Interruptions)*

DR MURALI MANOHAR JOSHI: No decision will be taken under the pressure of any foreign power.

SHRI MULAYM SINGH YADAV: Is that true.

SHRI MURALI MANOHAR JOSHI: It is true and will be in the interest of the country.

SHRI SOMNATH CHATTERJEE: How independent you are?

DR. MURALI MANOHAR JOSHI: As much as the country and as much as you are.

SHRI E.S. SUDARSANA NATCHIAPPAN (Sivaganga): You have changed a little bit.

DR. MURALI MANOHAR JOSHI: Neither you nor have changed. This is the problem....*(Interruptions)*. As far as your feelings are concerned, keeping them in view I believe that the Minister of Steel and the Minister of Disinvestment will take decision in accordance with the feelings of the House. This is my belief and you should also have faith in it.

SHRI TARIT BARAN TOPDAR (Barrackpore): Decision is to be taken in the Parliament....*(Interruptions)* Separate laws have been framed....*(Interruptions)*

[English]

MR. CHAIRMAN: I have already called Shri Bherulal Meena.

....*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except the speech of Shri Bherulal Meena.

...*(Interruptions)**

MR. CHAIRMAN: You can speak only your subject, not on other subject. Your subject is: Famine situation is many parts of Rajasthan....*(Interruptions)*

[Translation]

SHRI BHERULAL MEENA (Salumber): Mr. Chairman, Sir, Rajasthan is affected by severe draught. Although many parts are affected by it but Rajasthan is the worst hit. It is hilly and desert area.

Cattle are not getting drinking water and fodder there. There is no employment for the poor. The relief work wich the Rajasthan Government has undertaken at its own level is not sufficient. The assistance which should have been provided by the Government of india is insignificant. I appeal to the Government of India, to immediately release 12 thousand crore rupees to the Rajasthan Government as demanded by it so that cattle and men could be saved.

SHRI P.R. KHUNTE (Sarangarh): Mr. Chairman, Sir, I have been elected from the Sarangarh area of Madhya Pradesh. Even after 52 years of Independence, my parliamentary constituency has been facing with the drinking water problem. Many water supply schemes are under consideration of the Union and State Government All these water supply schemes have been lying in the cold storage merely for want of funds following which the people of my parliamentary constituency have been facing severe drinking water problem. Therefore in view of this scorching heat, I appeal to the Government of India to clear for my parliamentary constituency Sarangarh, a city having a population of 22 thousand, where there is severe water crisis, for which a water supply scheme costing about 56 lakh rupees, has been pending with the Government of India for the past many years. Similarly Sri Narain which comes under the Kamgar Assembly Sarangarh is also facing severe water crisis. Lahole, Dotapar, Lakhanpur and there are many other villages where water is made available to the people from the rivers, nullahs and ponds by bullock-carts. They are compelled to drink contaminated water. They have been facing drinking water crisis very often. I appeal to the Government of India that those which are the scheduled castes, tribes and backward parliamentary constituencies, where drinking water crisis persists even after a gap of long period, proper arrangement should be made to solve the drinking water problem in view of this year's summer season.

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*Not recorded.

SHRI RAM TAHAL CHAUDHARY (Ranchi): The Vananchal, Jharkhand which is a hilly area, the Watershed scheme has been implemented there continously for providing irrigation facility to small farmers. Small check dams and irrigation wells are constructed for small farmers. I have come to know that this time the Government is going to discontinue this watershed scheme. This will adversely affect small farmers, backwards, scheduled castes, tribals etc. Therefore, I would like to urge upon the Government of India that the watershed scheme, which was implemented there continously should not be discontinued, only then small farmers could get irrigation facility and could earn their livehood.

SHRI RAMDAS ATHAWALE (Pandharpur): A Statue of Manu has been installed in front of the Jaipur High Court. We want to tell the Union Government that installing the statue of Manu before the high court is illegal. Therefore, we appeal to the Union Government that they should tell the State Government that the people who have installed the statue there have knowingly taken laws into their hands. If they want to install the statue of Manu, they could install in their locality. We have nothing to appose in that. But it is not fair to install the statue of Manu in front of the High Court. This harms the secular structure of our country. The statue should be removed from there and similar instruction should be given by the Union Government to the State Government....*(Interruptions)*

[English]

SHRI KODIKUNNIL SURESH (Adoor): Mr. Chairman, Sir, I would like to draw the attention of the Government, through you, to a very important matter. The Punalur Paper Mill is the only major industry in my parliamentary constituency in Kerala. This industry was closed down 15 years ago. There are 2,000 direct employees and 2,000 indirect employees who work there. This industry was being run by a private management. The management had taken some loans from ICICI, IDBI an Canara Bank. But the Management had failed to repay the loan in time because of heavy losses. The leading financial institution, ICICI had gone to Bombay High Court and filed a case against the management. The hon. High Court of Bombay had appointed a Receiver and the mill was closed down in 1986. A lot of effort has been taken for the reopening of this mill. The State Government and the Central Government have held several rounds of discussions for the reopening of this mill, but, unfortunately, nothing has happend so far. Due to unemployment and poverty 15 employees have, so far, committed scuicide and many other employees may also do the same. Therefore, I would request the Central Government, through you, to take some steps so that the financial institutions come forward to settle the issue with the management of the Punalur Paper Mill and pave the way for the reopening of the mill at the earliest.

13.00 hrs.

[Translation]

SHRI RAMANAND SINGH (Satna): Mr. Chairman, Sir, A company by the name of the Krishna Finance Corporation collected about more than two crore rupees for a joint irrigation scheme named Bansagar from the farmers of Uttar Pradesh and Bihar by offering them allotement of higher interest. When the time for return of the said amount to the farmers approached near, the payment of the F.D.R. was due the above mentioned company fled to Delhi after winding its operations.

The most distiressing thing is that I have written to the hon'ble Finance Minister also that you should make this company to pay to the farmers but I am very sorry to say that the hon'ble Finance Minister has not given me even a formal reply to my letter so far. If this is the way the hon'ble Finance Minister treats hon'ble Members and does not give any reply to their letters, then these companies will loot the people freely. I have given a list of 238 farmers to the hon'ble Finance Minister and also the details of the amount deposited by the farmers with this company but now this company has wound up and disappeared from there. The farmers of the area camp at my residence. When I make calls to company officials, I find no response from there. The company is locked up. Mr. Chairman, Sir, I request you to ask the hon'ble Finance Minister or any other Minister to give reply as to whether the amount of Rs. 2 crore belonging to the farmers will be recovered or not. Can any one assure me on behalf of the hon'ble Finance Minister.

MR. CHAIRMAN: Please sit down. You have finished.

SHRI RAMANAND SINGH: Sir, will you issue any direction from the Chair, you should pull them as well.

MR. CHAIRMAN: Hon'ble Finance Minister is not present, please take your seat.

SHRI RAMANAND SINGH: Such a serious incident has taken place, this company has disappeared after duping farmers of their two crore rupees. Mr. Ram Naik is sitting here he should tell us something.

[English]

MR. CHAIRMAN: Now, Shri Dharmraj Singh Patel will speak.

.....(Interruptions)

MR. CHAIRMAN: Nothing will go on record except what Shri Patel will speak.

*.....(Interruptions)**

[Translation]

SHRI DHARAM RAJ SINGH PATEL (Phulpur): Mr. Chairman, Sir, I want to draw the attention of the Government of India through you towards the potato-growers. Now-a-days, all over the country including Uttar Pradesh potato yielding work is going on. Potato has important place among vegetables. Last time, when in 1998 the yield of Potatoes was very low, the potatoes were sold at around Rs. 1200 per quintal. This had caused hue and cry in the country and the cold storages where the potatoes were stored by potato growers was raided by the Government to bring down the prices but today the farmers of India, who are growing potatoes at large scale, now everywhere the crop of potatoes is good, but there is no space left to store them in cold storages and farmers are worried about it. The Cold storage owners are preparing to charge Rs. 80-90 per quintal from them.

I want to request the Government of India that they should announce the support price of potatoes and atleast the potatoes produced by the farmers should be procured and exported. The Government should announce regarding procurement of potatoes and potatoes should be procured so that potato growing farmers do not commit suicide, their financial condition is not weakened and the yield of potatoes does not fall in the country in future. Therefore, Government should purchase the potatoes.

[English]

SHRI MADHAB RAJBANGSHI (Mangaldai): Sir, I would like to raise an important matter concerning the State of Assam. Now, it is becoming a constitutional crisis in that State. Out of a pupolation of 2.10 crore, 20 lakh are Koch Rajbangshi people in Assam. They have been demanding their inclusion in the list of Scheduled Tribes since 1943. The Government of India had included them in that List by promulgating an Ordinance in 1995. It was followed by the Fourth Ordinance. The Government of India introduced Bill No. 21 of 1996 of the Parliament. It was referred to the Parliamentary Select Committee, under the Chairmanship of Shri Amar Roy Pradhan, M.P., for their recommendations.

The Parliamentary Select Committee also recommended for the inclusion of Koch Rajbangshi people in the Scheduled Tribe list. But three years have gone now. The Government of India has not introduced this Bill in Parliament till now. Now, Koch Rajbangshi people are neither in the OBC list nor in the Scheduled Tribe list and they are hanging now. Candidates do not get any chance; students do not get admission in any schools, colleges and other institutions.

Sir, this has become a contitutional crisis. Shri Karuna Datta of this community was elected as an MLA, as a Scheduled Tribe candidate. Now, he has become a general candidate....*(Interruptions)*

MR. CHAIRMAN: The Minister has taken note of it.

SHRI MADHAB RAJBANGSHI (Mangaldai): Sir, I appeal to the Government of India to introduce this Bill in the current Session itself in order to give justice to Koch Rajbangshi people. This is my submission.

[Translation]

SHRI SUKDEO PASWAN (Araria): Mr. Chariman, Sir, the MPLADS was introduced in 1992. In 13th Lok Sabha, I wanted to collect information in this regard from the library located near Central Hall CLS to what are the details of MPLADS, which district has received what amount and how much amount was not sent. But I could not get any information in this regard. Then I tried to get the information from computer room located next to it and they told me that I should go to Patel Bhavan for this purpose when I went to Patel Bhavan, I came to know that they also do not have any details in this regard. They told that I should go to the Parliament Library where I had already gone to get it but not succeeded. I request you that information should be given to every Members of Parliament atleast every six months about the amount provided for MPLADS. It will enable him to know about the quantum of amount provided to his constituency as well as the balance thereof.

Mr. Chairman, Sir, apart from that, I want to make one more submission that rupee two crores being given to every M.P. under the MPLADS should be raised upto five crores so that works which were not carried out in rural areas after independence, could be accomplished.

MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): Mr. Chairman, Sir, the hon'ble member has just stated that he is not getting information, I want to say something in this regard. Earlier this department was with me. The Member should go there after following all procedures, meet the Director or Joint Secretary and he can certainly get the information from 1993-94 till date. What are the reasons and which officer has said like this to you, you may write to the hon'ble minister in this regard so that your problems are solved. If the local collector has not sent the information you can bring the breach of privilge against the collector that he is delibarately delaying it. I would like to say to all the hon'ble Members that there is a department for this purpose where from you can get the information.

[English]

SHRI P.C. THOMAS (Muvattupuzha): Sir, it is a matter of great concern that the economy of Kerala State has gone down deeply because of the deep fall in the prices of some of the major produces namely, rubber, coconut, coffee and other plantations, which are being produced in Kerala.

Sir, we have been raising the issue of rubber in this august House for the last four years but we have not been able to find a proper solution to this issue. In fact, the wrong policies of the Government and also the reluctance to take immediate action at a proper time have affected the State in a very-very bad manner. For example, the price of rubber is an issue which I am taking up now. The Minister finds it that I am taking it up again and again. But it is a fact that the price of natural rubber which was Rs. 70 about three or four years back, now has come down to Rs. 28 and Rs. 29. It is a major produce in Kerala. It gives the maximum revenue and employment. Coconut is another major produce. There is the other section, the agricultural sector which gives the maximum employment as well as maximum revenue for the State. The State has been seriously affected.

I would suggest one thing. The Government should immediately make available an officer or a very senior person to find out the real problem and to find solution to these two important problems....*(Interruptions)* I am concluding. Sir, for example, in respect of rubber, the Government has taken a step that it is going to be procured. So, if you procure it for a particular price, then the price of natural rubber will come up naturally. But for that, the Government has not taken any step. The Government only says that it will procure as per the market price which has not helped the farmer at all. But they have declared a price saying it is a reasonable price. So, you must procure, at least, for the reasonable price which you say. That is the only way to help the farmers.

MR. CHAIRMAN: Shri Girdhari Lal Bhargava.

....*(Interruptions)*

MR. CHAIRMAN: He has already raised and the Minister has taken note of this.

SHRI SURESH KURUP (Kottayam): It is a very serious issue.

SHRI P.C. THOMAS: There is one more aspect.

MR. CHAIRMAN: The Minister has already taken note of this. Please take your seat now. I have already called Shri Girdhari lal Bhargava.

SHRI P.C. THOMAS: There is one more thing. Sir, used tyres are being imported. Why should we import used tyres? We have tyres here. We are producing it.

....*(Interruptions)*

MR. CHAIRMAN: Shri Thomas, please take your seat.

...*(Interruptions)*

MR. CHAIRMAN: Shri, Thomas, Please take your seat now.

SHRI P.C. THOMAS: Sir, I am concluding. ...*(Interruptions)*

MR. CHAIRMAN: Shri Ramesh Chennithala Please take your seat.

SHRI P.C. THOMAS: Sir, it is a very, very serious issue....*(Interruptions)*

SHRI SURESH KURUP: This is not a dumping place....*(Interruptions)*

MR. CHAIRMAN: This is a serious matter and the Minister has taken note of this.

SHRI N.N. KRISHNADAS (Palghat): Sir, one Minister who is from Kerala is sitting in the House. I think he will also share our concern.

MR. CHAIRMAN: I cannot direct the Minister.

...*(Interruptions)*

SHRI P.C. THOMAS: Sir, we want an assurance. At least we need an assurance. Used tyres are being dumped in India by foreign countries. They do not want to use them there. They want to dump them here. They find it difficult because they have environmental problems....*(Interruptions)* The Indian farmers are suffering because of that. ...*(Interruptions)*

MR. CHAIRMAN: Whenever an issue of Kerala is raised, all join together. I know this is a very serious matter for the economy of Kerala. He has raised a very important issue. All of you have joined and the Minister has also taken note of this.

SHRI P.C. THOMAS: The Minister may kind reply.

MR. CHAIRMAN: He will convey this to the concerned Minister. You please take your seat. Shri Girdhari Lal Bhargava is on his legs. Please take your seat.

...*(Interruptions)*

SHRI P.C. THOMAS: The hon. Minister for Law, Shri Rajagopal is here.

MR. CHAIRMAN: Shri Thomas, please take your seat.

...(Interruptions)

MR. CHAIRMAN: Shri Thomas, please take your seat.

SHRI RAM NAIK: When the Chair has said, we should accept that.

MR. CHAIRMAN: All right. Now, Shri Girdhari Lal Bhargava, you can speak.

SHRI P.C. THOMAS: Can we take it as an assurance? We will take it as an assurance that a very serious action will come immediately. Thanl you.

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, the Bharat Petroleum, Indian Oil and Hindustan Petroleum-these three companies are operating in the country on the same line. These have same objectives. The way Bharat Petroleum, Indian Oil and Hindustan Petroleum are operating in Jaipur I want to draw the attention of the Government thereto. These are unable to meet the demand for new Gas connections. The applicants registered in 1999 with Bharat Petroleum and Indian Oil have been provided with gas connections and those who got registered during 2000, are about to get gas connections.

But despite same policy and same functioning, many applicants registered with Hindustan Petroluem are still frequently visiting its Jaipur office to get the gas connections. People are not getting connections. People are not getting gas cylinder on time, they are unable to get gas cylinders even after two months. Both Ministers are present here. I request them that when these three companies have same objectives and policies, then for achieving good results—Under one policy, they should be merged into one body. It will benefit the consumers of Jaipur city. This is my justified demand. I hope the hon'ble Minister will accept my demand.

SHRI RAM NAIK: Whatever has been stated by the hon'ble member, I will definitely consider them. But I would also like to tell the House that as per my knowledge at present the number of applications in the waiting list is around 90 lakhs. This waiting list of 90 lakhs will be cleared by December 2000. Therefore, whatever your difficulties are, we will certainly remove them. If the hon'ble Members has any suggestions about after other new gas agencies, he may give it to me. We are preparing a comprehensive plan under which when we will clear this waiting list of 90 lakh applicants, the manufacturers of new gas cylinders will also be benefitted therefrom. The manufacturers of gas-stove will also be benefitted. So, you may suggest the names of those places where you think marketing is required. We will examine them. The hon'ble member has mentioned about Jaipur, he should give me in writing the reasons he supposes responsible for not getting new gas connections, then I will also into it.

[English]

SHRI ANADI SAHU (Berhampur, Orissa): Mr. Chairman, Sir, the Lingaraj temple was constructed in the 11th Century A.D. It is a temple of high architectural value and of great antiquity. It comes as a protected monument and under the Ancient Monument and Archeological Sites and Remains Act and the rules made thereafter. Of late, it has been seen that although it is a protected monument and there is a provision that there should be no construction within a radius of 100 metres of the protected monument, a large number of unauthorised constructions are coming up. The local police and the Archaeological Survey of India officials are hand in glove with the people who have been constructing unauthroised strctures.

Recently, at the Debi Paduka Saharasa Linga area, inside the sanctorum, unauthorised constructions have come up.

Therefore, I would request the hon. Minister of Human Resources and Development and through him the Archeological Survey of India to take immediate steps to remove those unauthorised constructions from the Debi Paduka Saharsa Linga area of Lingaraj temple.

[Translation]

SHRI HARIBHAU SHANKAR MOHALE (Malegaon): Sir, in Maharashtra, particularly in Nasik district and in my onstituency i.e. Malegaon, telephone facility has been made available in Urban areas but in rural areas this facility is not upto the mark so far. People have deposited money 5-6 years back for setting up PCO's but the facility has not been provided so far. The equipments do not reach there properly and hence the telephone facility is not in good condition in rural areas.

Sir, I request the hon'ble Minister of Communications that he should provide better telephone facility in the rural areas.

[English]

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, there is a recent report in the newspapers regarding changing of trade union laws. The change will adversely affect the rights of the workers in selecting their own leaders. This is a very retrograde step, which cannot be justified. The workers have a Funamental Right to decide their own leader and they have the right to get registration on their own accord. The present tendency of the Government is to change the whole system which was in existence for over a century, even during the colonial rule, the workers had the right of registration. Now that right is negatived. It is a clear case of enroachment on the rights of the workers in getting their trade unions registered. So, if the report is correct, I would strongly ask the Government to desist from that step. It cannot be justified. It is a clear negation of trade union rights which were in existence for over a century. It cannot be justified. So, I strongly tell the Government that if they have any such move, they will have to face a very strong agitation from the working class of India. They should mind it. They are playing with the fire. So, I advise the Government or the Minister concerned to desist from such an action which will be attracting an agitation. Even otherwise we are notorious for creating much more chaos in the working class movement. I hope the Government will respond favourably.

13.21 hrs.

The Lok Sabha then adjourned for Lunch till twenty-five minutes past Fourteen of the Clock.

14.28 hrs.

The Lok Sabha re-assembled after Lunch at Twenty eight minutes past Fourteen of the Clock.

(Mr. Speaker *in the Chair*)

[English]

MR. SPEAKER: We will now take up Matters under Rule 377.

MATTERS UNDER RULE 377

(i) Need to convert National Highway No. 3 passing through Madhya Pradesh into four and six lanes

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur): Mr. speaker, Sir, the national- highway No. 3 Agra-Mumbai passes through Madhya Pradesh. The movement of heavy vehicles in large number is always there on the above said highway. Several accidents are taking paice there due to the less width of the road leading to loss of life and property. Traffic-jam is an everyday feature. The above said road is in dilapidated condition in Madhya-Pradesh and several birdges are lying damaged which require repair work. It is necessary to covert the above said highway into four lanes and six lanes in public interest and also in the interest of the nation.

I, therefore, urge upon the Government to accord approval to start work for conversion of the national highway number three into four and six lanes and for repair of the dilapidated and damaged bridges at the earliest.

(ii) Need to run Kamayani Express between Jaunpur and Mumbai

SHRI CHINMYANAND SWAMI (Jaunpur): Sir, my Parliamentary constituency Jaunpur is a backward and no-industry district. The per-capita income in this state is lowest as compared to other states although it is ahead in the field of education. Every youth is compelled to leave his native place in search of jobs due to non-availability of any means of livelihood. Some or the other member of each family there depends on metropolitan city, Mumbai for his or her livelihood. Lakhs of people belonging to this constituency reside in Mumbai. No direct train service is available between Jaunpur and Mumbai for them. Last year a train Kamayani Express was introduced but was discontinued later on the pretext of weak track and several other trains running between Delhi and Varanasi on this track.

I, therefore, request the hon'ble Minister of Railways to issue necessary order to run Kamayani Express between Jaunpur and Mumbai via Jaunpur-Janghai railway line so that direct train service becomes available to the workers and other persons of Jaunpur who go to Mumbai in search of their livelihood.

(iii) Need to considerably reduce security deposit for LPG cylinder and regulator to the consumers of Himachal Pradesh

SHRI MAHESWAR SINGH (Mandi): Sir, Speaker, sir, I would like to bring to your notice that Food and Supply Corporation of Government of Himachal Pradesh with the Co-operation of M/o Petroleum and Natural Gas of Government of India is engaged in distributing L.P.G. to the inhabitants of far-flung, hilly and backward areas of the state through gas agencies and extension points and providing this facility to nearly 3.5 lakh consumers. But around six lakh families are still deprived of this facility. There are so many families living in remote and high

altitudes of mountains whose income is very less and they are not in a position to deposit security money of cylinder and pressure regulator amounting to Rs. 1000/-. The Oil and Natural Gas Corporation has given 50% rebate in security depsit for cylinder and regulator in North-Eastern states whose geographical condition co-incides with Himachal Pradesh. It is essential to provide such rebate in Himachal Pradesh to reduce the mounting pressure on forests and requirement of fuel.

Sir, more denundation of trees will invite more rains which leads to floods followed by havocs in plains. It will not only affect the hilly areas but the plains would also have to suffer from disastrous situation of this fury. Thus, it is in the interest of the public and the nation to supply L.P.G. at cheaper rates in Himachal Pradesh providing equal rebate of 50 percent in security deposit on the lines of North-Eastern states. I, therefore, request that 50 per cent in rebate in L.P.G. cylinder and regulator may be provided to the people of Himachal Pradesh in view of problematic geographical condition, Limited number of source of income and very less business activities in rural areas and its being a hilly remote and border state.

(iv) Need for early establishment of super thermal power station in Mandala district near Jabalpur, Madhya Pradesh

SHRIMATI JAYASHREE BANERJEE (Jabalpur): Mr. Speaker, Sir, the National Thermal Power Corporation has conducted the technical study to establish super-thermal power station in Meneri Growth Centre in Mandala district near Jabalpur that requisite water would be made available for this super thermal power station from Bargi-Dam situated near Jabalpur and coal would be supplied from Shahdole area. But, it has not been set-up so far which is creating resentment and anguish among the people towards the Government. Hence, I request Government of India for early establishment thereof.

(v) Need to provide better infrastructural facilities at Bodh Gaya in Bihar with a view to attract more foreign tourists

[English]

SHRIMATI SHYAMA SINGH (Aurangabad, Bihar): Mr. Speaker, Sir, I would like to draw the attention of the Government towards the pitable conditoin of Bodh Gaya in Central Bihar.

We all know, Bodh Gaya is a religious pilgrimage centre of Buddhists and an important tourist spot in Bihar. Gautam Buddha got his elightenment in Bodh Gaya. This is one of the most attractive toursit spots in Bihar. It has been built jointly by the Japanese, the Chinese, the Koreans, the Sikkimese and the Thailandees and they have made huge investments. They have constructed monasteries there.

The most pathetic situation is that civic amenities and facilities at Bodh Gaya are not good. Infrastructural facilities are not at all available there. Enormous dirt and filth surround these monasteries. The drainage system is hardly present. Water connection and cesspool are a constant hazard leading to bad hygienic conditions. Garbage has not been moved for long. It is not possible for tourists particularly foreign tourists to walk in and around Bodh Gaya. Due to poor basic facilities and cleanliness, the foreign tourists get a bad impression. The Ashok Hotel of ITDC near the tourist spot has also failed to provide even minimum needs for the tourists.

I, therefore, urge the Union Government to take note of the situation and remedial measures may be taken at the earliest to provide infrastructural facilities at Bodh Gaya.

(vi) Need to review the decision to reduce the rate of interest on National Saving Scheme to safeguard the interests of Mahila Pradhan agents particularly in Kerala

SHRI S. AJAYA KUMAR (Ottapalam): Sir, I would like to raise an issue relating to the problems of Mahila Pradhan agents in Kerala.

At present, about fifteen thousand Mahila Pradhan agents are engaged in Kerala in the service of National Savings Scheme. Their position cannot be undermined at any cost as they contribute greatly to the exchequer of the nation.

The reduction of interest on National Saving Scheme, abandonment of Indira Vikaspatra, reduction of interest on Recurring Deposit have adversely affected the collection of the deposits. The deposits have been collected from those people who belong to the low-income group, and still the rate of interest, which they have hitherto enjoyed, has been reduced from five per cent to four per cent.

Above all, this is a field that attracts the women folk who can be self reliant and hopeful of earning a meagre sum to meet their family expenses. In every field, there is a timely hike in the emoluments, but the same is not provided to women folk who are engaged in this work.

Hence, I request the Government to restore all the benefits that the Mahila Pradhan agents have been enjoying for the past several years.

(vii) Need for early payment of duties on behalf of IDPL to Andhra Pradesh State Electricity Board in respect of electricity consumption charges

SHRI RAM MOHAN GADDE (Vijayawada): Sir, the IDPL company located at Hyderabad is having dues amounting to Rs. 27,24,15,495 towards electricity consumption charges to the Andhra Pradesh State Electricity Board till October, 1998 and non-payment of electricity dues of this magnitude by the undertaking would impose unbearable burden on APSEB which is already beset with heavy deficits. The industry has not been functioning for the past two years and the township has been drawing power without payment for factory lighting and domestic consumption.

I, therefore, request the Union Government to arrange immediate payment of the dues on behalf of IDPL.

(viii) Need for early completion of Hamid Nagar Irrigation Project in Bihar

[Translation]

SHRI ARUN KUMAR (Jahanabad): Mr. Speaker, Sir, today terrorism has become the first and the great problem of our country. It is emerging in different forms in different parts of the country. In my state Bihar, it is known as naxalism. Though the entire state of Bihar is in the grip of this violence, Patna, Jahanabad and Gaya etc. are more affected areas. The proposal for construction of Hamid Nagar Poject on Punpun river was approved decades back but it is still lying incomplete. This project will not only increase the irrigation capacity of this area, but will also provide relief from the losses being suffered due to floods every year. The generation of power under this project would enable the villages of this region to utilise electricity, set-up industries and gear-up the energy of those persons for constructive work who presently involved in violent activities.

I, therefore, request the Government to set-up a separate administrative machinery with the co-ordination of all administrative units which are responsible for the construction of this project and the responsibility for completion of this project be handover to this machinery and the project should be completed without any delay.

(ix) Need for early completion of pending Irrigation Projects in Haryana

DR. SUSHIL KUMAR INDORA (Sirsa): Mr. Speaker, Sir, the state of Haryana is small in size, but it plays an important role in fulfilling it's duties towards the country. It has always been on the forefront to meet the requirement of foodgrains of the country. But today the situation has changed. Water, which is the source of life is now creating havocs for this state. Most of the districts of the state are either victim of shortage or excess of water. On one hand, Hissar, Bhiwani, Rohtak, Jind and Sirsa are having excess water whereas Gurugram, Karnal, Kurukshetra, Fatehabad, Panipat, Kaithal, Ambala, Rewari and Mahendergarh are facing severe shortage of water. The first and faremost requirement of Haryana is the proper management of water. Hence, I request the Government to pay attention to this nature gifted source of life and complete early the construction of the projects by bringing them out of the disputes. The excess quantity of water from the rain fed areas may be diverted to the areas facing shortage of water to save the cultivable land from being destroyed.

(x) Not to divert the shares of Madras Fertilizer Limited

[English]

SHRI SANAT KUMAR MANDAL (Joynagar): Sir, Madras Fertilizer Limited has maintained an excellent record of production, produce and profitability since its inception. This is in evidence as the MFL has huge devidends to Government of India. Despite the Government policy in 1993-94 for withdrawal of subsidy, the MFL took a large number of steps and revived itself and made profits.

However, due to time and cost overrun in implementing revamp policy and due to delay, the MFL incurred loss during 1997-98. However, the MFL has started making profits.

It is learnt that Disinvestment Commission has recommended to the Government of India to divert its shares. The Government also seems to be interested to accept the recommendation of the Disinvestment Commission.

I urge upon the Government that since the MFL is a profit making body the Government should desist from diverting its shares.

(xi) Need to discourage import of low grade lime and provide concession by Railways in transportation of steel grade lime-stone from Jaisalmer, Rajasthan

COL. (RETD.) SONA RAM CHOUDHARY (Barmer): Sir, jaisalmer and Barmer districts which are industrially most backward having no avenues for employment. As such large number of people are migrating to adjoining States in search of their livelihood. However, there are

plenty of minerals and one of the main minerals is Steel Grade Lime Stone at village Sonu in Jaisalmer district, near Pakistan border. This is being mined by RSMM and RSMDC. Railways and State Government have invested crores of rupees on laying special rail track connecting Jaisalmer with Jodhpur and for other infrastructure. Steel grade Lime Stone is supplied to all major Steel Plants of TISCO and SAIL.

It is submitted that of late TISCO and SAIL are preferring import of steel grade lime due to money consideration. The quality of imported lime stone is not as good as steel grade lime stone available in Jaisalmer district. Main reason for cost of steel grade lime stone from Jaisalmer as compared to imported lime stone is Railway freight charges. In the past, Railways used to give station to station concession in the freight on the transportation of lime stone from Jaisalmer to SAIL plants and TISCO. Lately, Railway have withdrawn this concession.

Since Railways and State Government have made huge investment in this sector, if no proper concession is given, the entire expenditure of Railways and State Government will go waste. For development of industrially backward desert area, I request the following action to be taken to safeguard the interest of backward desert area:—

(a) Minister of Railways should restore freight concession.

(b) Ministry of Commerce should not encourage import of low grade lime stone from Dubai and other countries.

14.45 hrs.

THE BUDGET (RAILWAYS), 2000-2001 AND DEMANDS FOR GRANTS ON ACCOUNT-(RAILWAYS), 2000-2001* AND SUPPLEMENTARY DEMANDS FOR GRANTS—(RAILWAYS), 1999-2000*

[English]

MR. SPEAKER: The House shall now take up Items Nos. 16 to 18 together. Motions moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper, be granted to the President of India out of the consolidated Fund of India, on account, for or towards defraying the charges during the year ending on the 31st day of March, 2000, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 16."

"That the Supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 2000, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 10, 13 and 16."

Demands for Grants on Account (Railways) for 2000-2001 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	10,14,67,000
2.	Miscellaneous Expenditure (General)	30,38,67,000
3.	General Superintendence and Services on Rail	242,21,49,000
4.	Repairs and Maintenance of Permanent Way and Works	483,91,64,000
5.	Repairs and Maintenance of Motive Power	274,35,61,000

1	2	3
6.	Repairs and Maintenance of Carriages and Wagons	523,92,02,000
7.	Repairs and Maintenance of Plant and Equipment	262,17,81,000
8.	Operating Expenses—Rolling Stock and Equipment	444,96,58,000
9.	Operating Expenses—Traffic	1940,02,24,000
10.	Operating Expenses–Fuel	1071,66,71,000
11.	Staff Welfare & Amenities	195,20,50,000
12.	Miscellaneous Working Expenses	239,58,09,000
13.	Provident Fund, Pension and Other Retirement Benefits	888,72,23,000
14.	Appropriation of Funds	1437,21,20,000
15.	Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of Over-Capitalisation.	4,32,19,000
16.	Assets—Acquisition, Construction and Replacement Revenue	6,33,33,000
	Other Expenditure	
	Capital	2238,56,22,000
	Railway Funds	811,50,00,000
	Total	11105,21,20,000

Supplementary Demands for Grants (Railways) for 1999-2000 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Supplementary Demand for Grants submitted to the Vote of the House
10.	Operating Expenses—Fuel	451,84,68,000
13.	Provident fund, Pension and other Retirement Benefits	796,26,39,2000
16.	Assets—Acquisition, Constrcution and Replacement	
Other Expenditure		
	Capital	1,000
	Railway Funds	3,000
	Total	1248,11,11,000

MR. SPEAKER: Before the discussion starts. I have an observations to make Hon. Members, although the Business Advisory Committee has allocated four hours for General Discussion on the Railway Budget and passing of the Vote on Account today, it was agreed that the House will sit late as long as is necessary to complete the discussion including the hon. Minister reply and voting and passing of the Vote on Account and Appropriation Bill.

Some hon. Members have suggested that, as in the past, Members may be permitted to submit their written

[Mr. Speaker]

speeches on the Railway Budget which may form part of the debate. I hope the House agrees to this.

SEVERAL HON. MEMBERS: Yes:

MR. SPEAKER: Okay. Shri P.R. Dasmunsi will initiate the discussion.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Speaker, Sir, it is a great privilege on my part and on the part of the principal Opposition Party to initiate the discussion on the Railways Budget.

Sir, every Budget is a reflection of the past performance of a Government. The present Railway Budget cannot, therefore, be expected to be something extraordinary in financial terms, in terms of the performance of the previous Government and the confused state of mind of overall economic direction of the present Government. The Railway Minister, Kumari Mamata Banerjee certainly deserves appreciation to a great extent for her courage to admit, in paragraph 8 of her speech, that successive Railway Ministers did not accelerate the growth of development at the desired goal.

I do not like to go into the controversy as to who the successive Railway Ministers were. However, for the attention of the House, I would like to say with all emphasis at my command and with the support of facts and figures that Congress Governments gave the highest priority to the Railway sector. Facts will justify this. It has been admitted by hon. Minister. All Congress Governments, right from those of Pandit Jawahar Lal Nehru till the beginning of the Sixth Five Year Plan, considered Railways not merely a vehicle to carry passengers. It is a sector which involves the overall economic growth, social upliftment and social development in terms of infrastructure and other activities. Therefore, the Planning Commission, very rightly provided the capital support from the Plan Estimates to the tune of 75 per cent till the Fifth Plan. Though, of course at the initial stage of the Sixth Plan it came down to 58 per cent, the reasons are very simple. During that period, I may remained the House and through you, Sir, the hon. Minister that besides terrorist activities in Punjab, there were multifarious problems for which the Government had to make additional commitments and then it was brought down to 58 percent in Sixth Plan.

How did the Calcutta Metro came into being? It came into being because of the wisdom of Shrimati Gandhi. She had been to the Calcutta Congress Session in 1971-72 when she said that the sufferings of the commuters of Calcutta cannot be put in words. She laid the foundation and then the Calcutta Metro started taking shape. Of course, money was not there in abundance and so it was done in phases.

Then, the Kapurthala Project came up in Punjab. After the terrorist activities in Punjab, it was felt by the then Government led by Shri Rajiv Gandhi that it is not merely important to send the police and CRPF but in terms of developmental infrastructure, Punjab needs further place. Therefore, this project came up. Then, naturally, so, the capital support came down from 75 per cent to 58 per cent.

Today, the hon. Minister has very courageously admitted, for which I support her in this endeavor, that at this stage our state of affairs has come down to 18 per cent.

Mr. Speaker, Sir, the hon. Minister was kind enough to call an All-Party meeting where unequivocally and unanimously, we all, including our distinguished colleagues Shri Indrajit Gupta and Shri K. Yerrannaidu had said that 'next to Defence, on matter of policy, we should give highest emphasis and priority to the Railway Ministry and the Railways.' Defence, of course, is important for defending the territorial integrity and protecting the sovereignty of our country. But Railways is no less important than the Defence. It has to take care of the entire country cutting across regional linguistic line.

I can say that the Railways is the signal and symbol of integrity of our country. The very name 'Indian Railways' symbolises the unity of the nation.

Shri Ram Vilas Paswan had also quoted it and similar things have also been quoted by Kumari Mamata Banerjee that 54,000 kilometres track was laid during the British days and only one-third of that could be achieved by us during the last 50 years. It is not paying compliment to the Britishers. If you please go through the Indian Library at London, you will know why the Britishers laid the railway track in India. It was not just to accommodate our people in terms of the growth of civilization. Actually, the Britishers felt that 'unless the railways track was laid rapidly, they could not send their forces to combat the national movement of those days.' It was quoted by the British Officer in the railway. So, they used to send the SOS, 'we cannot send the troops, and agitations are mounting day in and day out, be it in the South or the North. So, railway track is the only contacting point to send the troops.' It was quoted by the then Viceroy in Shimla. This document is still alive. Therefore, true it is, they have done the job. But it is also a fact that that was one of their motives those days....*(Interruptions)*

Mr. Speaker, Sir, the hon. Minister, Kumari Mamata Banerjee has announced the budgetary provisions. Please do not accuse me on this ground. I do not preach provincialism; I do not preach regionalism; and I do not preach chauvinism. But suddenly, this Minister has become a target of many that she must have done something very extraordinary for Bengal depriving the whole very genuine agitation on some of the projects in Orissa or in Kerala for not being looked into. They have the right to raise their issues and my colleague, Shri Ramesh Chennithala will handle it at an appropriate hour when he gets up to make his speech.

I do not like to humiliate nor do I like to undermine the hon. Former Railway Ministers. I can quote the budget speeches of 1997-98 and 1998-99. I can cite the examples when not even a single train was given to the State of West Bengal. I have gone through the speech of Shri Ram Vilas Paswan during the Golden Jubilee Year where he had narrated about all the new trains and extensions depriving only one State, and that is, West Bengal. But if this Minister comes to woo the feeling of the people of West Bengal and heel it, as a proper treatment in terms of keeping the balance and the national unity stronger, she should not be blamed and cornered the way she is being done.

I can cite example after example. After all, it is not a case of 'who does what'. I am not saying what Shri Madhavrao Scindia has done for Gwalior; I am not saying what Shri C.K. Jaffer Sharief has done for Bengalore; and I am not saying what Shri Ram Vilas Paswan has done for Hazipur. If this lady has done, even a little thing for West Bengal, it does not mean that she is only pleading for Bengal depriving the rest of India. I have come here with the facts. But time is not enough to justify how West Bengal, Orissa or for that matter the entire Eastern India and the North-East have been deprived. Therefore, I am not scoring on those dot points.

I only want to remind the critics that this is not the fair way to treat this matter.

It is true that the Railways have had to face a lot of economic problems. At this stage, I come back to where I stated. I want the Government of India to spell out its overall policy on such a vital sector like the Railways. If the Government of India can consider it important for Rs. 58,000 crore to be spent on the East-West Corridor and the North-South Corridor, I congratulate the Government for such important projects. How can the Government of India consider that the East-West Corridor is important but railway safety and security is not sacrosanct, not that important?

When we talk of security and safety, we must remember that security and safety in Railways is not linked with the normal activities of Railways as it was immediately after the dawn of Independence. Security and safety is linked with the various political developments of the country.

(DR. RAGHUVANSH PRASAD SINGH *in the Chair*)

14.56 hrs.

Mr. Chairman, Sir, the threat perception posed to the country by various militant groups, by various divisive forces is that their basic and principal target in order to achieve international publicity is to hit either the railway track or the train. How can the Ministry of Railways, while taking care of the freight, passenger amenities and expansion of routes, take care of the threat perceptions? After all, the Minister of Railways is not the Minister of Home Affairs or the Minister of Defence or a Chief Minister. It must be the collective wisdom of Governments both at the Centre and in the States to give the utmost support and priority to the safety and security measures.

The Minister of Railways, possibly for her own compulsions to be in the Government, has had to admit, on a clarifying note, that the Planning Commission's support for safety and security has increased a little. I hope, she will not make any compromise. Rs. 65,000 crore recommended by the Safety Review Committee headed by Shri Khanna is not merely an amount to be taken care of. In view of the threat perception, it is not much. If you take the table showing the number of trains that met with disaster in the North-Eastern sector including West Bengal, at the gate of Nepal, and Bhutan and at the gate of Bangladesh, you will find that it increases from year to year. All kinds of forces are coming in and the only target is the Railways. In the North-East, the target is the Railways; in Kashmir, the target is Railways. Railways is the main target because of the publicity that is given....*(Interruptions)* This is the case in Bihar also.

Anybody who starts a political agitation feels that the Rashtrapati, the Prime Minister and the Speaker would not listen to him unless he hits a railway track or a train. This is a dangerous trend which the whole House should condemn. All political parties can take up any kind of problems but they should spare the passengers and the tracks. This is the dangerous way in which things are moving. Therefore, I would request the hon. Minister of Railways to further plead with the Prime Minister for more funds for rail safety. If the Prime Minister and the NDA Government have any concern for the security and safety of the rail users, they must talk to the Minister of Finance

[Shri Priya Ranjan Das Munsi]

and the Planning Commission and take a decision to increase the outlay for security and safety. The present allocations has to be doubled even to basic minimum requirements.

The Ministry of Railway can change the whole outlook of the Government, if they so desire. I am told that the Railways has adopted a very noble policy to give a specialised commando training to the same RPF personnel who used to work with the Railways for the past decades to protect the trains and passengers. I have had an opportunity to find in the various newspapers that a presentations has been made. I hope, we will get it in the Standing Committee also when we discuss the Budget. If the motivation starts in this way, things will improve.

15.00 hrs.

I now come to the area of freight. If this Minister does something about the Railway Board, I will be too grateful. The Minister quoted Mahatma Gandhi. If the Minister does it, then the credit will go to the NDA and not the Congress. Let the NDA do what the Congress could not do.

The Railway Board is the concept of legacy of the British days. This Government can finalise something. What is the need of the Railways Board now? Why do you carry on that legacy? Are they super-intellectuals? Are they super-technocrats? Are they very special type of people? You can just getrid of the Railway Board. You can bring in a law in the Parliament and the entire Parliament will support the NDA Government. You can scrap the Railway Board and you can make the Railways as a Ministry; it can function as a normal Ministry like other Ministries; you can keep specialised professional Secretaries and Directors on it as Head of Freight, Head of Traffic Management, Head of Finance, etc. What is the point now in having a Railway Board?

The Railway Board is something, which feels an ego and thinks that if the Opposition proposes something, they have to find ways to scuttle it. If the Minister wants to talk something in the light of the observations of the people, we have to teach and educate her saying that she is going in a wrong way and she has to please come to our track. The only track the Railway Board can think of is the track of the Railway Board. The more one depends on the track of the Railway Board, the more the train would derail. Therefore, I would request you that if this revolutionary thing can be done by the Vajpayee Government, at least, I can compliment them on the 50th Year of our Republic. We could say that they have scrapped it, which we could not scarp. Can you do that? Please proceed in that direction. In a democracy, if we have not done something and if you have done something, there will be no question of jealousy, and we will compliment them. This is my another submission.

India is a country where freight is the highest in the world. How can you get resources? You have coal, you have fertiliser, you have steel, and you have cement also. These are the Bulk things, which you have. Please look at the position of freight. Railways carry more than 400 million freight load of which only 45 million is under 'other goods'. Why can you not increase the network under this head, a little bit? The marketing network is not professional. If you reduce a little bit on freights, you will find that more competitive buyers and sellers come to you.

For this, you have to do three things. Firstly, you have to reduce freights rate, Secondly, you have to professionalise the entire marketing of freight. You have got to have a marketing network. You should know that there is a competitor operating outside, be it the Container Corporation of India, be it the track lobby or the road transport lobby; and that there is a Government agency called the Railways, which is fighting with them.

Therefore, if you simply press it in the hands of the so-called stereotyped bureaucratic administration without any professional outlook of marketing, you cannot mobilise resources that you desire in the network of freight.

Thirdly, you should have some link roads. In each Zonal Railway, you can make five or six positive freight terminals with all facilities including Internet. If that is done, I can tell the hon. Minister, through you Sir, that the resources through freight would be doubled, which would be more than what we expect. Otherwise, they are not going to achieve the target of growth, which they envisage at the moment. There has to be link roads, which could connect the National Highways at a terminal point. This Government can work it out with the State Governments jointly. It can be for one kilomitre or half a kilomitre and if that is done, loading and unloading would be done in a proper manner.

Freight is an important area where you can improve the functioning of the Railway goods traffic and you can earn a lot of money to compensate in on the side of requirements.

I can give you one example as to how the Railway Board functions. One of the wonderful Railway yards is in a place called Abada; it was newly built, when I was representing Howarh Lok Sabha Constituency. Madam,

you can go and see Sankrail; huge money had been spent there; link work was also done. I do not know, may be, the truck operators' lobby must have prevailed because of which it was again abandoned, after spending a lot of money. It went to Shalimar, to create more chaos in the city traffic. These are the things done without taking the Ministry or any other agency like the Chamber of Commerce into confidence. This is about freight aspect.

Now, I come to North Bengal. North Bengal is the gateway to North-East. It is the only national highway that links the North-East. If North-Bengal is under water due to flood, North-East does not get anything. If the goods traffic cannot move there, then the North-East cannot get anything. The terminal point in North-East is so haphazardly managed that it cannot operative. I can cite you an example. When we go to Guwahati or Kishanganj or Jalpaiguri, we can see a station which is in the border of Bihar and Bengal. It is called Dalkhola. It is an emerging trading centre for all the jute and other goods. Traffic moves there without a road over bridge. Hours together passengers stay there at level crossing. I have stated this in my last Budget speech also. There is no terminal point in that centre. The road traffic carries the entire load to Purnia on the one side and to the North-East on the other side. I would request the hon. Minister to kindly go through it and examine it for road over bridge and rake point at Dalkhola. Therefore, the freight policy requires a re-look. I have already stated that the Government should treat Railways next to Defence. Defence secures the country's security and Railways secure the security of every individual who travels in the train. So, it is no less important. This amount cannot be accepted as an amount which can ensure the security network in the present given situation of the threat perception that has been posed to Railways. Therefore, I demand the NDA Government to keep it in that pedestal.

Mr. Chairman, Sir, I do not know why the plan support to Railways is so meagre. It is possibly because the Planning Commission feels that Railways should sell its lands and other things to get money. But I would like to say that Railways is not for sale. Railways is here to expand and augment their resources. The hon. Minister has already put forward certain porposals, like corrider network, publicity network, leasing out the land etc. I admire and support these proposals. It is required. But for God's sake, do not lease out any Railway zone to private operators at the moment. I know Civil Aviation Ministry is thinking of giving it to private operators.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): We are not going to do that.

SHRI PRIYA RANJAN DASMUNSI: Thank you. Please do not fall into the trap of the so-called policy of Cabinet Committee on Economic Affairs. After targeting Shri Sharad Yadav, they may target you. Show your teeth now so that they are not dared to touch you. That is what I feel. It is my duty to alert the Government and the Railway Ministry in this regard.

Now, I come to new railway lines and gauge conversion. Here, every M.P. has his own problems concerning his constituency. I would like to put forward some problems which are not related to any constituency but related to policy. Have you ever evaluated, through the Railway Board, the areas which are vulnerable, which are imhabited and dominated by the poorest of the poor, like backwards and minorities, where people have not seen a railway engine even fifty years after Independence? They cannot even think of going to the next district or the state Capital by train once in a year. They do not know the advantages of having a railway line. You decide which are the areas that should come under this evaluation. It may be ten districts in U.P., nine districts in Bihar, and five districts in Bengal. Take all these areas into consideration and prepare a plan for them. This Government of the new millennium should address this issue of providing new railway lines to these vulnerable areas where people suffered enough. Everyday, in the television we hear about Metro in Calcutta, Metro in Chennai, Metro in Mumbai etc. This is fair and good. These cities deserve it. But what about the villages? In the villages of Bengal, Rajasthan, Uttar Pradesh, especially in Eastern Uttar Pradesh, Madhya Pradesh, Andhra Pradesh and some parts of Tamil Nadu, I know, there are people who have not seen a railway engine. Draw a map of these areas. Make a programme and talk to the Prime Minister about this. The Planning Commission has to respond to it

The Planning Commission got to respond to it. In case the Army is to be sent to a spot quickly, it is not always possible to send them by the plane. Sometimes, the Army has to go by train. I know railways have done a commendable job in the hour of crisis. It is really commendable the way they operate trains and take care of the *jawans.*

I will now talk about the district which I represent. It is a district which has suffered the most during national independence and Bangladesh liberation struggle. For 20 days, the Pakistani Army went on shelling bombs and the poorest of poor became the victim. This district called Dinajpur was undivided at that time. There was a direction from the Central Government to accommodate the refugees, numbering more than a million, coming from Bangladesh and also provide them food at that time. So,

[Shri Priya Ranjan Das Munsi]

on the one hand there were these refugees and on the other there were victims of bomb shelling. Those people have been crying for the railway line since they had suffered a lot. I am grateful to the hon. Minister for having increased the Budgetary provision from Rs. 1 crore to Rs. 60 crore for the new line in South Dinajpur called Ek-Lakhi Balurghat. She knows what happened at that time. She was witness to it. I thank her for it and at the same time I warn her that the Railway Board is making a trick.

The largest number of Scheduled Castes and Scheduled Tribes are in the district of South and Uttar Dinajpur. I remember Radhikapur border very much because that was the border which I crossed over one midnight empty-handed with my mother and father leaving our home in Pakistan. When we landed there, we found that India gave us food, shelter and everything but the broad gauge railway track was not there. During floods, not even a polythene bag can be brought to the area by train because there is no broad gauge line. The patients have to wait at the bus stop to get a bus in the night even though they cannot go by bus becuase the buses meant for transporting passengers cannot carry the ailing patients. How many of them can afford a private car to go to Calcutta? They need a train. Since Independence this line has been neglected.

I would now raise my voice for this line from Barsoi to Radhikapur. I pleaded with the Minister and for the first time she has responded to it. I thank her for this, but again the Railway Board has played a trick. In the Budget Paper the line is reported as Katihar-Jogbani extension to Radhikapur. Please convey my feelings and to the Railway Board. I have also handled the Ministry and the officers. It is a trick. It means protest first Katihar-Jogbani should be completed and after that the extension should be done which means it will be done after 50 years by which time my son will also be retiring from public life. This kind of cheating should not be done. It should be named as Barsoi Radhikapur line and not as Katihar-Jogbani line. Therefore, I would request the Minister to relocate the entire gauge conversion programme of this 60 kilometre line as Barsoi-Radhikapur. Lines after line, the tribal and the Scheduled Caste areas are there, for example, Kushmandi, Raiganj, Kaliaganj etc. Poor etc. Muslims travel on this track also. During flood, they entirely depend on the food items dropped by the helicopters. Therefore, I would particularly like to draw the attention of the Minister to this as a priority commitment.

Now, I come to Eastern UP. There are areas in Eastern UP, especially in Gorakhpur, the Member representing Gorakhpur constituency may agree with me, where the rural people need extension of line They cannot go to Gorakhpur town straightaway by road. It is the people of Eastern UP, alongwith people from other parts of the country, who have recorded the supreme sacrifices in the national movement. Why should they be deprived of? My other colleagues will cover this matter.

I would also like to thank the hon. Minister for sanctioning a monthly card system of Rs. 15 to the people who deserve it as also to the students. This is a noble job. The only thing is that it should be monitored properly and should not be misused. The Minister has admitted in her speech that more than Rs. 800 crore was saved due to the austerity measure.

It is a commendable job. I want to make a suggestion now. All the saloons of the Railway officials should be withdrawn. You make it a tourist vehicle and use it for tourism so that you can get more money. You give it to the trourist groups. Let them use it under Railway monitoring. If the Minister can travel by a fiat car—without using the Government car—why not the Railway Board officials do it while they go to their respective areas. They should follow their Minister. It is the motivation that can improve the Department. When the Railway Board officials see that their Minister is not travelling by the Government car and that she is saving whatever little she could, I do not understand why the Railway Board official not follow the same thing. Their Minister is following the Gandhian principles. So, the Railway officials should not use these saloons. Let it be used for the tourism purpose. This is what should be done.

Now I come to Railway Recuitment Board. As it stands today, you please scrap it. It has generated a lot of vested interest and a lot of manipulation is being done. You restructure it. Let it be headed by the retired judges and by the competent and professional people. I do not mind. The manner in which the Railway Recruitment Board is functioning today, I am sorry to say that you cannot stop corruption and you cannot get rid of the genuine frustration of the unemployed youth. They deserve to be tested on merit. I can give you one example. How can the people of North Bengal go to Maligaon, Assam? The young people of Assam have their own aspirations and we should not let them down. They feel that if the boys of Bengal come there, they will snatch their jobs. So, they feel that they should not come to Maligaon. I think their feelings are genuine. So, why do you no do a little bit of restructuring of the Railway Recruitment Board? You please have a Recruitment Board Centre at Siliguri or new Jalpaiguri for the North Bengal youth. The youth of Assam and North Eastern region can confine to Maligaon. If you do that, people of Assam and North-East would feel that there is no interference in their area. We have to look into these things as they matter.

Therefore, the Railway Ministry must respond to these issues.

There is an area where I know the State Governments will be angry with me, be it Congress or BJP or CPM. The health is a very critical subject. People are not getting any relief through the State Government sponsored health centres. Unless people go to Nursing Homes and pay money, they cannot get treatment. The Railways have a very good reputation for their hospitals. I do not say that the Railways will take care of the entire health of the country. But it has specialised hospitals. I feel proud of Railway hospital authorities the way they take care of the patients and give them treatment. To meet your social obligation, can you think of opening a few specialised centres in the respective States of the country? If you do that, 70 per cent Railway patients and 30 per cent non-Railway patients can be taken care of by the Railway hospitals. You can charge some money. You can decide that. I do not mind. You do not make it free. But you give them some kind of treatment and give them some kind of feeling that the Railways are here to look after them to the extent possible. My distinguished colleague and leader Shri Ghani Khan Choudhury is not present here. He was very much concerned with the Railways. I bring it to the notice of the Railways that entire North Malda remains under water for four months every year. Shri Atal Bihari Vajpayee knows this fact and you also know this fact. They cannot give any treatment for four months in a year. There are Railway hospitals like Malda Railway Hospital, Calcutta Railway Hospital, Howrah Railway Hospital and other hospitals in other States which could take care of people. In the entire North Bengal we have no dialysis centre. Can you have a specialised dialysis centre of kidney, at least, in Malda and a paediatrics centre where 70 per cent Railway patients and 30 per cent non-Railway patients could be taken care of. If you do that, the non-Railway patients need not go to the Nursing Homes and pay money. This is the social obligation area which the Railways can think of.

The Railway Minister has stated that the railways were thrown out of the development track a few years back. Therefore, I want that the Minister should bring it back on the development track by introducing not only a professional set up in the marketing of railways, but in the entire network of the railways. Even a Railway Station Master of an important junction should be motivated with a new professional outlook in these days of economic development.

I congratulate the Divisional Railway Manager of Sealdah who did a tremendous job during floods. He did not bother whether his duty was for eight hours. He worked for all the twenty-four hours. I found him being abused both by the passengers on the one hand and by the relief people of the other, yet he did not lose his temperament. Such kind of motivation is required throughout the railway network.

I also would like to draw the attention of the hon. Minister to the inquiry report on the Ghaisal railway accident which occurred just in the corridors of my constituency. I was there for two nights. When Kumari Mamata Banerjee was not the Railway Minister, she visited the place at that time. People there want to know how it had happened. The Ghaisal massacre is a bolt on our railway map. If it was a sabotage, let the nation know that it was a sabotage and take care of it appropriately. If it was not a sabotage, but a mismanagement of the railways, let the railways be overhauled once again in that direction. But the Ghaisal Report is required to be placed on the Table of the House very soon, so that it comes to light.

I will not take much time. Before I conclude, I once again reiterate that the NDA Government has not given any special treatment to the Railway Ministry. The NDA Government lacked concern for the security and the safety aspects of the railways as per the recent threat perception. The NDA Government did not treat Railways as the important sector next only to the Defence, in spite of a unanimous resolution by all parties. The NDA Government still considers that the corridor to the east, west, south, north etc. is more important than the railway track. The NDA Government has not given any special treatment to the Northeastern States where the railway project has to go in an accelerated pace. The Rs. 10,000 crore project of the Prime Minister which has been announced recently does not include the railways; it is for other activities of the Northeast.

Orissa has been badly affected in the recent cyclone. A new Government has come to power there. I do not want to score any political points now. This State deserves the total support of NDA Government through the Railway Ministry because only if the railways' proposals are expeditiously implemented there, Orissa can achieve further economic development.

With these words, I give my constructive but critical support to this Budget. I hope with the dynamism and the practical experience of public life of the hon. Minister, she can come out of the clutches of the Railway Board. She can moot the proposal in the Cabinet to get out of the Railway Board. We can say that we have taken Goa and Hyderabad inside India after Pandit Jawaharlal Nehru became the Prime Minister. The process has been started by the Congress. May be we could not get rid of the Railway Board. But, let the British legacy be finally ended

[Shri Priya Ranjan Dasmunsi]

by Kumari Mamata Banerjee as the Railway Minister under Atal Bihari Vajpayee Government by scrapping the Railway Board.

SHRI VAIKO (Sivakasi): Mr. Chairman Sir, I am thankful to you for giving me this opportunity to participate in the debate on the Railway Budget. At the very outset I would like to extend my heartiest congratulations to the hon. Minister of Railways, Madam Mamata Banerjee for having launched innovative schemes and also for having taken steps and commendable strides to meet the challenge which the Railways are facing.

One hundred and forty-seven years have passed since the first train was flagged off in the year 1853 between a small stretch of 34 kms. from Bombay to Thane. Today it is the biggest organisation.

It is having a stretch of 62,800 kilometres and providing employment for 16 lakhs of people and everyday, 13,500 trains (8000 passenger trains and 5500 goods trains) are taken care of. Shri Dasmunsi was correct in his critical analysis that under the present circumstances, we could not expect an extraordinary Budget but I differ from him. Madam Mamata Banerjee has provided an extraordinary Budget meeting the challenges, the challenges of recent years. Sir, throughout the world, the railway systems are facing restructuring programmes. European countries had their own restructuring programmes. Japan had its own restructuring programmes. South Africa and China also had their own restructuring programmes. Japan went in for total privatisation. In South Africa and China, the retructuring has been basically an internal reorganisation undertaken to avoid being overtaken by the developments in the deregulated economy.

What are the problems? I said that Kumari Mamata Banerjee had risen to the occasion to meet the challenges. The challenges are three-fold. They are a sharp decline in the market share in both freight and passenger business, the cascading enhacement in expenditure—a new factor—in the wake of the implementation of the recommendations of the Fifth Pay Commission and over and above all this, a sharp decline in the Budgetary support from the Central exchequer. Shri Dasmunsi was correct that from the Central exchequer, the capital support was 75 per cent. It was the peak in the Fifth Five Year Plan. Priority suddenly changed. Then, it fell to 58 per cent in the Fifth Plan, again to 42 per cent in the Seventh Plan and in the last two years of the Eighth Plan, it went down to the lowest, that is, 18 per cent. I do not want to blame anybody. I do want to score any political point. But in most of the years, except a short spell of time during the Janata regime and again during the reigns of Shri V.P. Singh and UF Government, the Congress Party had been holding the reigns of the Government. Then, what for the priorities have changed? But I congratulate our hon. Railway Minister who had taken up the issue and got a 40 per cent increase of support, from the Central exchequer than the previous year. For the first time, the Railway Minister convened a meeting of all political parties and representatives of Parliament. We had a free discussion and a resolution was unanimously passed in that meeting saying that the Union Government should provide maximum financial support.

Sir, the financial restructuring could be made in different ways and means. That was done successfully in Japan, Germany and Italy by one simple method, that is, extinguishment of debt. They had totally written off the debts. 50 per cent of the personnel were retrenched. At the same time, they were given protection by the Government....*(Interruptions)* I am telling what has happened. The extinguishment of debt was successfully adopted by Japan, Germany and also Italy. It is a very major requirement in any viable restructuring exercise on the Indian Railways because the Indian Railways are paying Rs. 1500 crore to the Government of India as dividend in perpetuity. In additon, the lease charges on market borrowings are over Rs. 2500 crore. The uncompensated public service obligations discharged by the Indian Railways aggregates to over Rs. 3500 crore. If relief in this area is provided, the Indian Railways could turn the corner effectively.

It is a loud thinking. When we say it is not only a commercial undertaking but it is also a public utility service, when we want to service a public utility service, unless we provide the financial cushion to the Railways, how could we expect the Railways to meet the challenges and rise to the occasion? There is no time to lose because the European experience has decisively established that if the Railway managements fail to measure up to such challenges in time, then they will cease to retain the ability to decide their own destiny and instead others take over and preside over the disintegration of the systems. But, anyhow, I am confident and I am optimistic that there is a silver-lining today in an otherwise dark horizon. That silver-lining is our hon. Railway Minister Kumari Mamata Banerjee because she was for austerity measures. In her speech, we were glad to know that she could manage to gain Rs. 800 crore through austerity measures. She is the right person to spell out the austerity measures. Her life-style, her own commitment and conviction proves this point.

The Station Superintendent of the Jaipur Railway Station was taken aback at the dead of night. He was starring at the lady and said that he had seen the face

somewhere. The Railway Minister was standing there. She opted to travel by non AC second class. That shows her commitment to austerity measures. When we want to meet the challenge, the Central exchequer should provide more financial assistance. She has announced very innovative programmes. Everybody was under the impression that the passenger fare would be hiked; there would be an enhancement of passenger fare and there would be burden on the common man. But this Government, headed by Shri Atal Bihari Vajpayee, is for the common man because there is no additional burden on the common man. Despite facing financial constraints, there was no fare hike. As far as the Railway freight is also concerned, the essential commodities were totally exempted and she has announced so many welfare measures.

There is capital support. Further, all the freedom fighters will be given a millennium gift for travel of one journey by Rajdhani or Shatabadi Express train of choice from any station to any destination and back. This will be valid for the millennium year. This facility was extended to the senior citizens. Now, it has been extended to their spouses also even if they are fifty years old. She has given this facility because normally the senior citizens would have to travel along with their spouses.

Again, the Railway Minister has extended the free travel facility by covering girl students studying up to Class IV for travelling from their homes to schools and back. An amount of Rs. 15 is being charged towards the season tickets for the people who are living below the poverty line and who are earning less than Rs. 400 per month, if I am correct.

The widows of the martyrs of "Operation Vijay" in 1999 in Kargil will be entitled to 75 per cent travel concession in second class and sleeper class.

We, the Members of Parliament from Tamil Nadu, expressed their disappointment that their constituencies are not provided with enough grants. There was a news item in the newspaper that all the Members of Parliament from Tamil Nadu were keeping quiet when the Railway Minister was making the Budget speech....*(Interruptions)*

SHRI T.M. SELVAGANPATHI (Salem): It is very unfortunate that a pittance was allotted to Tamil Nadu.

SHRI VAIKO: Within the limited capacity and financial constraints, the Railway Minister has taken elaborate steps to meet the demands of Tamil Nadu. We are not totally satisfied but what best could be done, has been done, and we did not want to create hullabaloo here at that time....*(Interruptions)* I am requesting on behalf of all the Members of Parliament of Tamil Nadu. Please listen to me, what I am going to say. There was an observation that all Members of Tamil Nadu were keeping quiet when the Railway Minister was making her speech. The reasons being, at that time, we did not want to interrupt or shout and create any trouble. That is the point I wanted to make. We have got our own demands. When we make our speeches, we press for those demands.

In page 75 of the Explanatory Memorandum of the Railway Budget for 2000-2001, they have provided only Rs. 3 crore for Tiruchirapalli-Nagoor-Karaikal project. The total cost of the project is Rs. 138.13 crore and so far an amount of Rs. 81.16 crore had been spent. The amount allotted is a meagre amount. So that should be enhanced.

When we took up the case of Mysore-Chamrajnagar extension up to Mettupalayam, which was conceded by the then Railway Minister, I would now requst the hon. Railway Minister to extend this facility from Chamrajnagar to Palani, that is, from Satyamangalam to Palani. In this regard, a provision should be made. Now they have provided only a meagre amount of Rs. 10 lakh. So, we are terribly disappointed about this allocation of merely Rs. 10 lakh.

The broad-gauge line of Virudunagar-Tenkasi-Qiolon-Tirunelveli-Tiruchendur is a long pending demand for many years. Some years back this project was shelved. It was totally cancelled with the idea that it was not feasible. With great difficulty I took up the issue in the year 1998 with the hon. Prime Minister, Shri Atal Bihari Vajpayee and with the then Railway Minister, Shri Nitish Kumar. The matter was taken up in the Cabinet Committee on Economic Affairs and the project was cleared with the goodwill of the hon. Prime Minister. The total cost of this project is Rs. 280 crore. Last Year, an amount of Rs. 10 crore was allocated. This year, we expected an allocation of a minimum amount of Rs. 40 crore, but only Rs. 15 crore has been allotted. Anyhow, I would request the hon. Minister to look into this matter because it is connecting Kerala and Tamil Nadu which is the shortest route.

So, in view of the importance of this project, I would request that more funds should be allocated for this project. For Villupuram-Pondicherry gauge conversion, which is a distance of 38 kms, the allocation is only Rs. One crore. The total cost of the project is Rs. 30 crore. The allocation should have been enhanced and it should be enhanced. As far as Virudhunagar-Aruppukkottai-Manamadurai project is concerned, the tail line could be connected with the existing sanctioned project. This is also a demand of the people from the southern districts of Tamil Nadu.

[Shri Vaiko]

Sir, the total cost of Madurai-Rameswaram gauge conversion project is Rs. 240 crore. Last year, the allocation was Rs. Five crore and this year also the allocation is only Rs. Five crore. We expected that this amount would be increased, but it was not done. So, I would request the hon. Railway Minister that this allocation should be enhanced. If we see the metre gauge railway lines, mostly they are in the southern parts of the country, particularly in the State of Tamil Nadu. The total cost of Tanjavur-Villupuram gauge conversion project, which has a distance of 192 kms., is Rs. 223 crore and last year, the allocation for this project was Rs. 10 crore. This year also the *status quo* has been maintained. So, I would request that this allocation should also be enhanced. Then, the gauge conversion project of Cuddalore-Salem *via* Virddhachalam, the allocation is a pittance of Rs. One crore. Therefore, we were all disappointed with the allocation of funds for all these projects. Anyhow, I would like to congratulate the hon. Railway Minister for introducing a new train from Coimbatore to Hazarat Nizamuddin, which was assured by the then Railway Minister during Question Hour when I raised a question on the floor of this House. I would again like to congratulate the Railway Minister for providing a new express train from Tirupati to Nagercoil and for granting extension facility for Bangalore-Madurai Express up to Tuticorin and also for Howrah-Trichy Express up to Kanyakumari.

As far as new lines are concerned, the estimated cost for the construction of Karur-Salem line is Rs. 225 crore. So far, an amount of Rs. 35.18 lakh has been spent and this year, the provision is Rs. 10 crore. I would request that this amount should also be increased. The total cost for the construction of Bangalore-Satyamangalam line is Rs. 225 crore. For this project, compared to last year's allocation of Rs. Two crore, this year it is only Rs. 10 lakh. So, we were disappointed with the allocation of funds for all these projects. We could have also agitated on that day. But I realise the difficulties that the Railway Minister is facing? That is why, in the first part of my speech I said that unless the Government provides proper cushion of adequate financial support from the general exchequer, we cannot expect her to create miracles. So, there is financial constraint. The allocation for the whole of India is very small. What could she do? She is doing her best within her limitations. Therefore, the leaders representing various political parties have made a demand to the Central Government for allocation of more funds. As Shri Priya Ranjan Dasmunsi has said, I am happy when new projects are taken up in the surface transport sector for the betterment of our country. But at the same time, on the level playing field, the Indian Railways should not be lagging behind, when compared with the other modes of transport.

Sir, as far as the Integral Coach Factory is concerned, I would like to say that it is a pride of the Southern Railway. It is situated at Perambur in the outskirts of Chennai. There are some problems in the factory. The paramount need of the hour is the induction of additional coaches into service. The Integral Coach Factory, Perambur is well equipped to meet the demand and way back in 1994 itself, the ICF had developed designs for EMUs, DMUs, OHE Cars etc. The Integral Coach Factory has successfully completed the job for foreign railways also. Now, Indian Railways are purchasing EMUs and coaches from M/s. Jessops and Company Limited, Calcutta and Bharat Earth Movers Limited, Bangalore. Comparatively and competitively also, the Integral Coach Factory is better placed in the manufacture of EMUs and coaches. Many components for coaches were manufactured in ICF itself. Of late, it is being diverted to private manufacturers and I would like to draw the attention of the hon. Railway Minister towards this aspect.

The supply from outside is poor in quality. Why should we spent crores of rupees to purchase inferior components? It is openly alleged-subject to verification and examination by the Minister of Railways—that certain vested interests, who have previously served in the Railways and who have taken up top positions, after retirement, in the private companies, play havoc with labour and safety of the passengers.

KUMARI MAMATA BANERJEE: Our intention is to give more impetus to our indigenous industry, that is, ICF and RCF. It is our duty to save this industry. That is why they are getting orders for their survival. We want to see that they should survive and there is no curtailment of orders for the ICF and the RCF. I think, that is wrong information.

SHRI VAIKO: The ICF is the pride of Railways. If it is facing problems, then, the future of the employees will also be affected. They are very much concerned and worried. Therefore, I will request that the infrastructure available at the ICF should be utilised to its full capacity by duly cutting down the orders to private limited companies and manufacture all the components in the ICF required for the coaches being manufactured in the ICF.

This will also given an opportunity of several thousand new jobs with economic and qualitative turnout in the ICF.

The Golden Rock Central Workshop is also the pride of Railways. In 50's the Ponmalai Workshop was exclusively earmarked for maintenance of all the Southern Railway locomotives. Now, periodical overhauling of diesel

and electric locomotives only is mainly handled at the GOC. As and when diesel traction is converted to AC traction, the number of engines periodically overhauled is coming down. But for traction change, the numbers would not have fallen. These are diverted to Arakkonam and Tambaram. With a little more careful planning and forethought, a slight change in infrastructure and proper training to staff, the periodical overhauling of AC locomotives could have been done at Ponmalai, that is, at the Golden Rock.

The diesel workshop at Ponmalai was doing periodical overhauling of not only the Southern Railway locomotives but also for South-Central Railway, Western Railway and Northern Railway locomotives. If all the diesel locomotives of Southern Railway are properly overhauled on due dates, not less than 11 locomotives per month should be periodically overhauled at the GOC shops. With the available plant and machinery, coupled with the infrastructure, periodical overhauling of 15 locomotives per month could be easily undertaken in the GOC shops. So, all efforts could be made to periodically overhaul the locomotives from NTPC, NALCO, TISCO, SAIL, UPS and other private bodies.

For periodical overhauling of coaching vehicles, GOC shops should be allotted AC passenger coach vehicles BG-4 and MG-8 per month.

In the 80's, around 2,500 wagons were periodically overhauled at GOC. Now also, the plant and machinery and infrastructure are intact. On an average, 200 to 250 wagons per month should be allotted for overhauling at the GOC.

In and around the Golden Rock area, nearly 6,000 railway families reside. Besides catering to the needs of these people, the Ponmalai Hospital has also to serve the entire Trichy Division. The major problem with the Ponmalai Railway Hospital is the non-availability of specialists. In fact, I would press for a special Committee to enquire into the matter and provide better conditions for their continuous stay in the Railway Hospital.

Some years back, we were demanding a railway line from Madurai to Tirunelveli and Kanyakumari. That railway line is now under the jurisdiction of the Tirunelveli Division. There was a big agitation by people from the southern districts of Tamil Nadu that the line from Nellai to Tirunelveli and Kanyakumari should be annexed to the Madurai Division.

Now, the broad-gauge line has, more or less, been provided. At that time, the argument was that it was only metre-gauge line and, therefore, it could not be annexed to that Madurai Division. Now, it has been converted to broad-gauge from Tirunelveli up to Chennai. Therefore, this could be considered. I would request the hon. Minister to look into this demand.

One more point is there. The Golden Rock railway colony is the biggest one in Asia. The small traders in that colony were permitted to build the super-structure of shops from their investments on railway plots during the British period. There was a dispute between the small traders, that is, the railway plot-holders, and the Railway administration. There is a court case also.

The rent was not collected by the Railway Administration for the past fifteen years. It is the fault of the Railway Administration. They are prepared to pay all the arrears of rent immediately on par with the rent charged for Railway stalls installed in Railway Building at Goldenrock. They are also ready to withdraw the court case. Their demand is just. I would like to request the hon. Railway Minister to kindly look into the matter for negotiations with the poor small traders and settle the problem.

As far as the Railway Budget is concerned, the Press people ask me, what is my opinion about the Railway Budget. It is a revolutionary Budget because everybody thought that there would be a burden thrown on the common man. There is no burden. Incentives have been given; innovative schemes have been launched. So, meeting the challenges and taking the bull by its horn, our Railway Minister has risen to the occasion. Therefore, I said that it was the only silver lining.

With these words, I commend the Railway Budget, applaud and congratulate the Railway Minister for providing this revolutionary Budget.

SHRI BASU DEB ACHARIA (Bankura): Mr. Chairman Sir, the Railway Budget for the millennium year 2000-2001 has failed to address some of the major problems with which Indian Railways are confronted with. This has been pointed out by earlier speakers also that how the Railways is gradually losing the market share. Although, in her speech, the Railway Minister has stated that by 2010, Railways will be able to achieve 50 per cent of the market share, we do not find any plan and programme in regard to that.

Mr. Chairman, when we see the acquisition of rolling stock, we have to see what are the problems that Indian Railways are facing now. One major problem is over-saturation. Some of the sections have become over-saturated. Our traffic facilities are not being increased. Our wagon capacity is also not being increased and there

[Shri Basu Dev Acharia]

has not been any increase in the over all rolling stock acquisition programme, rather there has been declaration.

With regard to allocation of funds for the rolling stock I know what has been allocated for the next year? It is only Rs. 550 crore. In the year 1998-99, what was actually acquired was Rs. 1,210.6 crore. Last year, it was Rs. 1,105 crore. In the Revised Estimates it was reduced to Rs. 799.11 crore. This year, the budgeted estimate is only Rs. 550 crore. Thus, there has been a reflection and impact in the acquisition programme also.

The Railway Minister, while talking about the production unit, said, 'I am happy to inform the hon. Members that CLW, has built an indigenous three-phase state-of-the-art 6000 HP trade electric locomotive, Navyu. With this, CLW has become first among the developing countries, second in Asia and fifth in the world to manufacture such locomotives indigenously. We are proud of it.'

The hon. Railway Minister is proud of CLW. But what is the target in regard to electric locomotives? It is only 93. They have surpassed the target that has been fixed for the current year and they have already manufactured 27 more locomotives. So, in this year, CLW will manufacture 93 minus 27, i.e. 66 locomotives. The same is the case with regard to DLW.

What about coaches? There is a plan to increase our passenger traffic because we are clamouring for the last several years that we are losing market share in regard to freight and passenger traffic, where we will have to increase. Unless there is a plan and programme to increase our rolling stock and unless there is a plan and programme to increase our traffic facilities, we cannot increae it. What is the allocation for traffic facilities? The allocation for traffic facilities is only Rs. 227 crore. In the earlier year, it was Rs. 223 crore. If there is escalation by 10 per cent, then this target is rather less than what was allocated for the last year. If adequate allocation for traffic facilities is not there, then how can we achieve the market share and how can we compete with the road sector?

Mr. Chairman, Sir, why are we losing our market share for the last several years? Railways used to carry 80 per cent of the freight traffic in 1950-51. Now, it is carrying only 40 per cent of the freight traffic. Railways used to carry 75 per cent of the passenger traffic in the year 1950-51. Now, Railways are carrying only 20 per cent of the passenger traffic. We had 52,000 kilometres of railway track in 1947. Now, our achievement is only 62,000 kilometres of railway track after 51 years of our Independence. Whereas China had only 11,000 kilometres of railway track in 1949 when they achieved their Independence and their achievement is 67,000 kilometres of railway track; they are planning to add 5,000 kilometres of new railway lines within their five year plan period. What is our plan to add new lines? The target for the year 1998-99 is 224 new lines. Our achievement was only 167 new lines. Then, in the year 1999-2000, the target was 241 new lines. The next year target has been reduced from 241 new lines to 217 new lines. The same is the case with regard to conversion also.

Two wrong policies have ruined the Railways, have harmed the Railways greatly. One is Project Unigauge and another is reorganisation of Zones and Divisions. In the year 1992, the Ministry of Railways had dreamt Project Unigauge and at that time also we had pointed out that we could not have one gauge system. We would have to have multi-gauge system. Still we are having 18,000 kilometres of metre-gauge and narrow-gauge.

16.00 hrs.

This metre gauge system is neglected for years together. No track renewal is taking place for years together. We were assured in this very House when Shri Ram Vilas Paswan was the Railway Minister that Railways would undertake to manufacture roiling stock for the metre-gauge system. We expected that a very old public sector company of my State, Jessop, which is more than 200 years old, would get order because they used to manufacture metre-gauge rolling stock and metre-gauge coaches. But up till now, we are not told whether metre-gauge rolling stock has been ordered by the Indian Railways in order to replace the over-aged rolling stock. What is the condition of our track renewal? A number of Committees were constituted, namely, Sikri Inquiry Committee, Wanchoo Committee and recently the Accident Review Committee headed by Shri Khanna. All these Committees recommended it. Then, there is a voluminous report in regard to track renewal by Railway Reforms Committee. They submitted 17-18 volumes of report. What had these Committees recommended? They recommended that our entire backlog in regard to track renewal should be wiped out. For that, sufficient provisions should be made to ensure adequate fund is made available under the Depreciation Reserve Fund. What is the position of Depreciation Reserve Fund? It is dwindling now. Only Rs. 675 crore is now available in the Depreciation Reserve Fund. Depreciation Reserve Fund is mainly for the maintenance of our over-aged assets, over-aged track, over-aged rolling stock and over-aged locomotives.

The Indian Railways is indeed in a debt trap. We objected to that. When Indian Railway Finance Corporation was constituted, at that time I was a Member of the Railway Convention Committee. We opposed to that. What we apprehended was that this would be a burden on the Indian Railways. Mr. Chairman, Sir, indeed this has

become a burden on the Indian Railways because what we borrow now is less than what we have to pay. Our total outgo would be Rs. 5,129 crore. This year, there is a deferred liability of Rs. 1,500 crore. But the Railways will have to pay sometimes after one year. If we add the lease amounts which are to be paid to the Indian Railway Finance Corporation and all other things, then our total outgo will be Rs. 5,129 crore. Our argument is, why the budgetary support which comes from the Central exchequer should be a loan in perpetuity? If the Central Government can spend Rs. 10,000 crore for golden quadrilateral route from East to West and from North to South, why cannot the Central Government spend for the construction of a railway line? Why should the Railways borrow from the Finance Corporation?

Why will the Railways have to depend on the budgetary support? If there is no railway, there cannot be any industrialization, and economic development. So, for the economic development and industrialisation, the area which is under-developed. Should be linked with the railway line. Why? Why are the areas like Chattisgarh in Madhya Pradesh, Bundelkhand, Vidarbha, Orissa and Chotta Nagpur of Bihar still under-developed? They are having minerally rich areas and having adequate quantity of minerals. They are backward because there is no railway line. Why is the North-East backward? Why Credit Deposit Ratio is only 20 per cent in the entire North-East Region? Why Tripura is under-developed? It is because there is no railway line. So, for the industrial development and for the economic development, railway line is urgently required. For that, why can the Central Government not spend for the construction of railway lines?

I have studied a number of systems in a number of countries. I have seen not only in China but in European countries also that the Central Government spends for the construction of railway line, to link the under-developed areas.

There are four categories of lines. One of them is economically non-viable, but socially desirable. We should not insist for return of 14 per cent for socially desirable lines.

Then, there is another problem which the Railways are facing. It is about not having sufficient number of coaches. We are introducing a number of trains. Thirty per cent of our coaches are over-aged, particularly in the suburban sector and in the Sealdah and Howrah Divisions. These coaches are required to be replaced with new coaches. But in the Budget, there is no provision for replacement of the entire over-aged coaches. As a result of this, we do not find any improvement in the train services and also in the punctuality and in the safety performance of the Indian Railways.

In recent years, we have witnessed a number of accidents. Why such accidents take place? Whenever accidents take place, it is said that it is human failure. Why is there human failure? Why can it not be eliminated by improving the technology? We have age-old signalling systems. The efficient operation of railway system mostly depends on signalling systems. We have three or four types of signalling systems in the Indian Railways. We have colour-light system. Why can we not improve our signalling systems? Why can we not change over-aged track? Why did the accident take place at Ferozabad? The switch man committed a mistake because there was no track circuit. In that station, track circuit was not provided.

We were told in this very House by no less a person than the former Prime Minister, Shri P.V. Narasimha Rao himself, when such a serious accident took place he was holding the charge of Railways at that time, that within one year all the stations would be provided with track circuits.

Today also we are told that all the stations have not been provided with track circuit. By improving our technology and by giving proper training to the staff, we can eliminate the human failure. Today also the drivers and the running staff have to work for more than ten hours. There was an agreement in 1972 that the duty hours of a driver from signing on to signing off would be only ten hours, but still they are forced to work for more than ten hours. They are forced to work for sixteen hours or seventeen hours in certain Railways. So, this human failure will continue to take place if drivers are forced to work for more than 17-18 hours. If the safety rules are violated and if the recommendations of the Accident Inquiry Committees, the recommendations of the Railway Safety Committees are not implemented properly in a proper time frame, if there is no technological improvement, accidents will take place. If we want to provide safe railway transport service, we will have to examine all these things and we will have to take care of all these things.

I thank the Railway Minister for accepting some of the demands and problems of my area, and for announcing two Express trains. One is the reverse Purulia-Howrah and Howrah-Purulia. But he must know that Purulia is one of the fifteen backward districts of our country. The demand is not for an Express train but for a fast passenger train. Purulia-Howrah train was not converted to fast passenger train. I request that when this reverse Howrah-Purulia Express is introduced, it should not be an Express but it should be a fast passenger.

Same is the case with the Shalimar-Bankura Express. This Shalimar-Bankura Express train also should not be an Express but should be a fast passenger.

[Shri Basu Dev Acharia]

The Minister has allocated Rs. 40 crore for the Bankura-Damodar River Railway (BDR) and also sanctioned the extension of the BDR up to Chachai Road on one side and up to Mukutmanipur on the other. I have already written a letter to the Minister in this regard. Our suggestion is that instead of Chachai Road, this should be connected with Jowgram because the Government of West Bengal is constructing a road bridge over river Damodar. If a rail-com-road bridge is constructed and if it is connected with Jowgram, then the Railway can utilise the road bridge and the expenditure for construction of a new road-cum-rail bridge will be less than the expenditure on a new railway bridge. So, I request her to consider this proposal.

When Shri Ram Vilas Paswan was the Railway Minister, he had announced a survey for a new line from Jhargram to Purulia via Ranibandh. Now she has announced the extension of the Bankura-Damodar River Railway up to Mukutmanipur. This can be connected with Jhargram-Purulia line.

But she has not announced or allocated any fund for the construction of this new line. This will pass through all tribal areas of Jhargram, Bankura and Burdwan. The people of that area have never seen any railway in that area. This will cater to the needs of the tribal people of Jhargram, Bankura and Purulia. I would request her to consider this demand of the backward districts of Bankura and Purulia to connect Jhargram with Purulia and connect Mukutmanipur with Jhargram-Purulia line.

An amount of Rs. 14,000 crore was spent on gauge conversion. What is the share of the State of West Bengal? I am not a chauvinist. But I must ask for my due share. We got only Rs. 35 crore and that too in my district of Purulia. The Purulia-Kotshila narrow-gauge line was converted into broad-gauge in 1993. We got only Rs. 35 crore out of Rs. 14,000 crore. The BDR, Bankura-Damodar River Railway was purchased and nationalised and it is now being converted into broad-gauge. But we still have two narrow-gauge lines. They are Burdwan-Katwa and Ajimganj-Ahmedpur-Katwa. These 2-3 lines are there....*(Interruptions)*

SHRI SATYAVART CHATURVEDI (Khajuraho): You got Rs. 35 crore!

SHRI BASU DEB ACHARIA: We have got only Rs. 35 crore.

SHRI RAMESH CHENNITHALA (Mavelikara): But we have not got anything.

SHRI SATYAVRAT CHATURVEDI: I must offer my congratulations to you. Ever since Independence, we did not get a single rupee for this.

SHRI BASU DEB ACHARIA: We got it in 1993 when Shri C.K. Jaffer Sharief was the Railway Minister. He is my good friend. That was the reason why he gave Rs. 35 crore.

SHRI C. SREENIVASAN (Dindigul): She will also give you.

SHRI BASU DEB ACHARIA: She is my sister. That is why she has considered all the there demands regarding which I wrote to her.

SHRI C. SREENIVASAN: She considers only your place....*(Interruptions)*

SHRI BASU DEB ACHARIA: Not only my place but all the places.

SHRI VILAS MUTTEMWAR (Nagpur): Shri Acharia, you have to mention it....*(Interruptions)*

[Translation]

SHRI CHANDRA BHUSHAN SINGH (Farrukhabad): One by one Dada is getting all his demands conceded.

[English]

SHRI BASU DEB ACHARIA: But we must get our due share. There are certain sections which are over-saturated. We have been asking for a fourth line....*(Interruptions)* Sir, you close your eyes. Please do not look at me or at the clock.

We have been asking for the fourth line from Howrah to Panskura and the third line from Panskura to Kharagpur and about doubling of only 7 to 8 kilometres between Kharagpur and Mednipur. It is a bottleneck. New trains will be introduced. For only eight kilometres it will be a single line. Then the section between Bankura and Asansol-a stretch of five kilometres—is also a single line section. When that line was constructed, at that time there was only one train. Now 35 trains pass through that line.

The age-old signalling system is still there. In Purulia station any one platform, from Adra end, is utilised. You have announced a tourist complex at Adra. It is very good. It is because of the Sahibbund reservoir where a large number of migratory birds from Siberia come every year. We have already developed area regarding afforestation under social forestry programme.

The problem of Adra is the divisional hospital there. It is a good hospital. But it has no blood bank facility. I will request her to provide the blood bank facility to this hospital.

[Translation]

MR. CHAIRMAN: Please conclude now.

[English]

SHRI BASU DEB ACHARIA: Sir, I am concluding. The first of the two main line Electric Multiple Unit trains was introduced between Asansol and Burdwan and the second was introduced between Purulia and Adra *via* my place. Now the entire Adra-Midnapore sector is being electrified. The electrification has been completed.

Adra is a central place. Now, for the maintenance of MEMU train, it has to be taken to Tikiapara. Sir, you will be surprised to know that people have to travel from Asansol to Tatanagar, which takes about five hours, without any toilet. I had seen it in the British Railways. There are MEMUs for short distance of EMU for long distance, but the difference is that in the short distance EMU, there is no toilet facility, but for long distance EMU, there is a toilet facility. If you introduce long distance MEMU, say from Bankura to Shalimar or from Asansol to Tatanagar, you should provide toilet facilities at least for the ladies. I have seen a number of incidents taking place because of non-availability of toilet facility.

My suggestion is that for the maintenance of MEMU, Adra should be the ideal central place. Why? She would be rather angry if I suggest to shift or not to set up electric loco shed at Bokaro. Our district, Purulia, prior to 1966, was a part of Bihar. It was a part of Manbhum district of Dhanbad, Bihar. On 1st November of 1966, our district was merged in West Bengal. So, we have very good relations with Bihar. My suggestion is that instead of having a electric loco shed at Bokaro, have it at Adra. Everything is there. An abandoned loco shed is there. You need not construct new quarters. Water is also available there in abundance. Why can an electric loco shed not be set up and cannot be sanctioned at Adra?

Sir, I will conclude now. I have seen a newspaper item that contractors are appointed in the Metro Railways without any agreement. Metro is now being extended up to Garia. The original plan was to have Metro Railway from Ramrajatala to Salt Lake and also Barackpore....*(Interruptions)* If the contractors are appointed without any agreement, I would request her to look into the matter and have an inquiry.

SHRI G. GANGA REDDY (Nizamabad): Mr. Chairman Sir, I congratulate Kumari Mamata Banerjee on behalf of our party and myself. By sparing the passengers of even token hike in fare and effecting modest hike in luggage and parcel charges, and that too after exempting most of the essential commodities, the Railway Minister, Kumari Mamata Banerjee, appear to have kept her promises. In fact, she is the most pragmatic of the Railway Ministers who have presented Railway Budgets in the recent past because she has turned the spotlight on passengers while passengers amenities will get a justifiable 22 per cent enhanced allocation amounting to Rs. 200 crore. An amount of Rs. 212 crore has been earmarked for safety which has always been the casualty in the administration of Indian Railways where human errors occur with deadly frequency.

At the same time, I am not happy with the Ministry, with the Railway Budget because since Independence, the Railway Ministry has not taken care of North Telangana.

Even during the Nizam's rule, we suffered a lot in the hands of *Rajakars*. We suffered twice in the Communists' Telangana Movement, and now we are suffering at the hands of naxals.

The conversion of Mudkhed-Nizamabad-Bollaram metre-gauge line, covering about 245 kilometres, is estimated to cost Rs. 283 crore. Though the Minister has allotted Rs. 20 crore, it is very meagre. On one side, we have Mukhed (Maharashtra) and on the other side, we have Bollaram (Hyderabad). Thus we are cut-off and are not able to get even wagons for loading and unloading. Even after this Millennium Year and even after 50 years of Independence, we are suffering a lot. Though there is a proposal in the Ninth Five Year Plan to convert this metre-gauge into broad-gauge, since the allocation this year is only Rs. 20 crore, it will take ten years to complete this conversion. In the last two Budgets, Rs. 5 crore and Rs. 20 crore respectively were allocated, but I regret to note that only Rs. 17.62 crore was spent on earthwork and bridges. The Railway Ministry is very slow in undertaking this gauge conversion work. So, there is need to draw the attention of the Railway Minister towards completion of this gauge conversion work on Mudkhed-Nizamabad-Janakampet-Bodhan-Bollaram line by 2001.

A fortnight ago, there was a public agitation wherein all the political parties have taken part; I myself have taken part in that rail *roko* agitation. At that time, we assured the public that the gauge conversion work on the Mudkhed-Nizamabad line would be completed within a year. Since many years, even the farmers are not getting remunerative prices during the harvesting season

[Shri S. Ganga Reddy]

because the loading and the unloading facility at Moulali is not enough. Our area is very rich, and we have 50 seed processing units. Our farmers send seeds to North India. So, I would request you to please look into this matter of gauge conversion.

During a meeting of MPs from South Central Railway, I suggested that under the BOLTS, a loan of Rs. 50 crore should be taken from HUDCO for this gauge conversion work on the Mudkhed-Nizamabad-Janakampet-Bodhan line so that we could completed the gauge conversion by next year. Even our beloved Chief Minister Shri Chandrababu Naidu had also written to the Minister saying that a loan of Rs. 150 crore should be taken from HUDCO so that this gauge conversion work on Mudkhed--Nizamabad-Bollaram line could be completed. Our hon. Minister Shri Bandaru Dattatreya, who was also present during the South Central Railway MPs' meeting, even suggested that HUDCO would provide Rs. 1800 crore provided the Railway Ministry comes forward. Therefore, I would request the hon. Minister to look into this matter and, at any cost, complete the gauge conversion work on this Mudkhed-Nizamabad line within a year.

Sir, the earth work for this project has been completed; work on bridges have been completed and even the work on the Godavari bridge is in progress and would be completed within the next few months.

My second point is about the conversion, to broad gauge, of the long-pending Peddapally-Karimnagar-Nizamabad railway line. This project is a sixty year old project. It is a 177 kilometre long stretch of line with an estimated cost of about Rs. 264 crore. Though it was started in the year 1992, so far only Rs. 39.24 crore have been spent on this line. This year, the hon. Railway Minister has provided Rs. 20 crore for this project. But with this pace of progress, the project would take another ten years to get completed. This line coveres about four to five districts of the Telengana region. The completion of this project would bring the Telengana region on to the Railway map of India and would as well be a prosperous region.

Sir, I am sorry to say that the officials have done further injustice to this region by abolishing the Land Acquisition office at Karimnagar last year. Now, they have created two sectors I & II, namely, Peddapally-Karimnagar and Karimnagar-Nizamabad. The people of this region were disappointed at this decision. Even we are unable to answer the public about the reason for abolishing this office.

Sir, the Telengana region is a backward and a naxalite-affected area. There is a need for improvement of this area. The Central Government, since Independence, has not taken any steps for providing railway facility in this region. In other fields also, the Central Government has not taken any steps for the welfare of the people of this region. Even the hon. Prime Minister, last year, had advised the Ministry of Railways to provide sufficient funds for this Project. But the progress of this project is very slow. So, I would like to request the hon. Minister for Railways to take up this scheme expeditiously to complete the project at the earliest and do justice to the people of Telengana region.

Sir, the hon. Railway Minister has announced many measures and reforms apart from setting up of a Railway Expert Group to consider the issue of reforms and restructuring by April, 2000. The Budget also chose to keep off any fundamental restructuring of tariff rates in freight charges, which is pending for the last two years. The hon. Minister has also identifed the reasons for financing the set back in 1998-99 owing to steep decline in Railway's share of freight movement from 89 per cent in 1951 to 40 percent now, besides increasing expenditure stock and pension expenditure.

Sir, the hon. Railway Minister has promised to increase the freight tariff to 50 per cent. But the Railway Budget has failed to chalk out plans to prune increased staff level to help the Railways compete with the road transport. The Government should devise means for deployment of surplus staff or they should retain the staff and utilise their services in the Information Technology.

Sir, new project, including seven for laying of new railway lines, three for gauge conversion and one for electrification have been announced in this year's Railway Budget despite having either a negative rate or a ten per cent rate of return, which is very low.

With a commercial rate of return of 14 per cent at present, virtually all the Railway resources are spent on routine expenses, leaving next to nothing for investment. Hon. Minister's budget proposal to lease out railway communications to telecom operators is considered a landmark decision for optical fibre cable networks. I welcome the other symbolic proposals of the Minister like free ride to freedom fighters on Rajdhani and Shatabadi trains and free ride to poor students up to 12th Standard on different trains.

At the end, I welcome the budget proposal which are most appropriate.

[Translation]

MR. CHAIRMAN: As the list of the hon. Members who want to speak on the Railway Budget is long, therefore, my submission is that the hon. Members who have been interest in the Railway Budget may please lay their speeches in writing on the Table of the House. It will be convinient and their speeches would be a part of the proceedings of the House.

KUNWAR AKHILESH SINGH (Maharajganj, U.P.): Mr. Chairman, Sir, please do not do so atleast.

MR. CHAIRMAN: It depends on the interest of the hon. Members.

SHRI CHANDRA BHUSHAN SINGH (Farrukhabad): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. I am a great admirer of the Hon. Railway Minister as she has not hiked the fare in the interest of the poor and after a long gap, such a budget has been presented which has given a sign of relief to the people but it is also a fact that as long as the personal interest of a person is not fulfilled, he goes on criticising this way or that way. I am also one among those and unfortunately I was born in Uttar Pradesh, elected from there and it is very unfortunate that Uttar Pradesh could not get anything in the Railway Budget, this year. I have been elected from Uttar Pradesh and hope that would continue to be elected in future.

Mr. Chairman, Sir, I would like to urge upon the Hon. Railway Minister, through you, that she has presented a very good budget. There is 63000 kilometres of railway line under Indian Railways, which is headed by her and perhaps the longest in the world. There are 1.6 million railway employees who are full of praise for her. A lot of provisions have been made in the Railway Budget. The major one is that a rebate of 75 percent has been given to the widows of the brave soldiers who have sacrificed their lives during of Operation Vijay i.e. the Kargil War, which is commendable. It is also good that 1000 new appointments would be made from among the members of their families. The free train journey facility provided to the children to seek education upto high school is also good. Many good deeds have been done which have been applauded by all but unfortunately nothing has been said in the budget speech for Farrukhabad, Uttar Pradesh, from where I have been elected. During the entire Budget Speech, the people of my constituency went on watching with expectations that the hon. Minister would do something for them but unfortunately nothing has been done. I would like to remind you the days of 1964-65 when Dr. Lohia was Member of Parliament from here.

He had got a railway line approved from Farrukhabad to Golagokarannath. A survey was conducted at that time in this regard and later on also which has been admitted by the hon. Minister in her speech. That is an important railway line. The entire South Zone, from Mumbai to China Border would be connected by laying only 120 kilometres of railway line but only the survey has been conducted so far. My submission is that, that is important from the point of safety. If that is accommodated, it would be definitely commendable. Likewise, Kanpur to Farrukhabad meter gauge line is being converted into broad gauge. A provision of 39 crores 65 lakhs was made in the 1998-99 budget for that gauge conversion but this year the allocation on this account has been reduced. So far as I know the entire project is of more than 200 crore rupees. More than 220 crore rupees would be required for the entire route from Kanpur to Farrukhabad, Kanpur to Kasganj and Kasganj to Hathras. So far only the earth work and construction of culverts have been completed. Merely 26 crore rupees has been allocated in this budget. The Divisional Manager of Northern Railway had committed and assured the people that this railway line would be completed by the year 2001 but on the basis of the allocation of 26 crore rupees made by you it appears that this project would take long time to complete. My submission is that if the load of traffic on the entire Kanpur to Delhi route is to be reduced then it would be a good line. If the traffic from Kanpur to Sikohabad is diverted via Farrukhabad then this track would not be found busy.

My submission is that if the allocation for it is increased then this project would be completed in time. It is our misfortune that although broad gauge and meter gauge both of these lines passes through Farrukhabad but there is not main train available to us. All the trains are passenger trains. There is no first class or second class coach in this train. The entire train has three tire second class. When I specially urged upon the hon. Minister, I was given the reply that due to merely 15 percent occupancy the first class compartment was withdrawn. My submission is that has it even been ascertained whether the occupancy was really 15 percent? It has never been so. The R.P.F. employees, the police constables or senior police officers, all are right to travel in first class. The entire compartment is full of those personnel's. My submission is that there are a lot of people who can travel in first class. If a first class coach is attached to that train then it would be pleasant and good for the people of Farrukhabad. Similarly, I would also like to make a mention of the problem related to track. The distance between Farrukhabad to Sikohabad is merely 105 kilometres. And the distance between Delhi to Sikohabad is 250 kilometres. The distance of 250 kilometers is covered in $3^1/_2$— or 4 hours by Kalindi

[Shri Chandra Bhushan Singh]

Express. But, the same train covers the distance of 105 kilometres in four hours. 250 kilometres and 100 kilometres both are covered in four hours. The reason for this is that the track is not proper. Thee are wooden sleepers used in it and the railway track is light in weight. The distance is short but the quality of the track is very poor, and is also of low weight. Besides it, there have been instructions to the driver to run the train at the speed of 35 or 40 kilometres per hour. He is not allowed to cross this speed limit.

My submission is that this track should be renovated and improved so that the trains can run at a faster speed and those 4-5 districts which include Farrukhabad, Kannauj, Mainpuri, Firozabad and Badayoun all these districts would have easy access to Delhi.

I was going through the Railway Budget and have come to know about it through various newspapers also. More than 30 percent accidents take place due to fracture in railway tracks. What is the reason that no fracture takes place in old railway tracks? Is there any technical flaw in newly laid railway tracks? It should be inquired into. It may be due to use of poor quality iron that it fractures and the accidents take place. My submission is that the quality of railway line should be checked and if there is any flaw in it or some improvement is required then it must be carried out.

MR. CHAIRMAN: Please confine to your main topic.

SHRI ALI MODH. NAIK (Anantnag): He is demanding rail line, but I say that show me a rail only.

SHRI CHANDRA BHUSHAN SINGH: He is right, As if you buy a bicycle for the son, he demands for the motor cycle and if you buy a motor cycle for him he demands a car. If we want economic and industrial development in our area, it is essential to run fast trains by connecting the area through broad gauge. Therefore I request that something may kindly be done for the Farrukhabad rail one. It is true that our agricultural potential is very high. This time you have taken care of Farrukhabad as you have started goods trains for the first time since 1984 and the cultivator of that region got the remunerative prices for their yield of potatoes, which were thrown by them earlier. I really appreciate you for this measure implemented by you. Besides this I request you to kindly to the gauge conversion work to strengthen that tract at the earliest.

MR. CHAIRMAN: Mr. Ravindra Kumar Pandey please lay your written speech on the Table of the House.

*SHRI RAVINDRA KUMAR PANDEY (Giridih): Mr. Chairman, Sir, through you, I would like to draw the attention of the hon'ble Minister of Railways towards the development concerning railways to be under taken in my constituency, which is as under:

1. Need to run a new DMU train from Dhanbad to Barkakana.

Jusification: As there is a lack of passenger trains in this railway division. It will provide relief to the train passengers of my constituency and on the other hand it, would increase the railway revenue.

2. Need to extend the destination of Ganga-Damodar Express upto Buxer station instead of Patna Junction under eastern railway.

Justification: Whenever this train arrives at Patna Junction, a lot of problems are faced to catch a train to Buxer.

3. Need to provide Computerised reservation facility at Gomoi junction under Eastern Railways.

Justification: This old Railway station is a very remunerative for the Railways in view of huge traffic. The people from my constituency will need not have to travel approximately 30 km. more, if a reservation centre is set-up here.

4. Need to provide a halt at Chandrapura Railway station for Neelanchal Express.

Justification: Chandrapura is the head office of many public undertakings, due to which thousands of passengers travel by this train and they have to face difficulties due to non-stoppage of this train.

5. Beautification and expansion of the platform at Phusro Bermo railway station (Eastern railway).

Justification: The above said railway station is a town of sub-division level and there are many offices of public undertakings around it but this station is only a halt station.

I have been giving suggestions to the hon'ble Minister of Railways, State Minister of Railways and other railway officials from time to time in this regard but all the time

*Laid on the Table of the House.

we have been reaching negative replies. Railways always prepare estimates in regard to the up gradation and development of big stations and implement the same but the small stations are in the same dilapidated condition as they were during the reign of British.

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Chairman, Sir, the railway budget presented by the hon'ble Minister is a commendable one, a balanced budget, a budget in which there is a provision for the better passenger facilities without increasing the passenger fare. Though there is a mention of hike in freight charges, but I do not think that it will result in price hike in the market as it is quite nominal so it will have no adverse effect on the economic situation. Besides this I welcome all other new provisions made in this budget. Mamata ji has given a new direction by providing for the improvement of railways by converting the 'A' grade stations, which are 150, into the model stations. She has tried to prove that not only the facilities to the passengers would be kept in mind but those old stations, which require improvements, also be converted into the model stations so that these may provide more facilities for the passengers.

All the facilities required to be given particularly at these Railway stations would be taken care of. I thank and welcome her for the new concept of providing reservation through smart card and credit card and even on internet.

I again thank her for the enthusiastic step taken by her to provide saloons of the officials to the tourists, it will certainly give a new direction. In this context I would like to mention some more things in this regard. It is true that we all are committed to provide better service through railways and it is also true that the Railways network exists all over the country and it provides all kind of facilities to the passengers. Today Railways are in greater demand due to the increasing cost of road transport. The road fare is somewhere three times or somewhere four times higher than the rail fare and due to this much difference, the traffic load is increasing on railways day by day. Therefore the demands for new rail lines, gauge conversion and to remove other problems are increasing, so that the passengers may be given more facilities without having to shoulder the load of increasing fairs.

I know that though the Railways has to face many problems due to the non-increase in the passenger fare, yet it can be adjusted as I got an indication in this regard that we would try to minimize our expenses through our internal efforts. Last year, when we discussed it, Mamata ji was the chairman of the standing committee on Railways. There were some discussions on the budgetary support and a decision had been taken. There were some discussions on the gauge conversion and modernisation and electrification of Railways. I would like to quote here few lines from the Page 106 of first report of the standing committee:

[English]

"The Indian Railways have been seriously under-funded in the recent Plan periods and the budgetary support has been short of their requirements. Market borrowings are not a viable alternative for financing an infrastructure sector like Railways beyond a point. The Budgetary support which was 75 per cent of the total Plan outlay in the 5th Plan was reduced to 23 per cent in the 8th Plan. The average cost of market borrowings is very high and has imposed an increasing burden of lease charges to the tune of Rs. 2303 crore in 1998-99 which is likely to exceed the market borrowing level itself. High costs of market borrowings and service burden are crippling the Railways, which has several social obligations."

[Translation]

I was submitting about the decreasing budgetary support due to which the Railways suffered a lot. A decision was taken during the former Government that the uniguage system should be introduced in the entire country. This is true that unigauge system would be more profitable. Uniform traffic system not only saves time but it increase the capacity as well, which again benefits common man. But in view of the economic constraints, we certainly need to decide the priority regarding unigauge conversion. Hon'ble Mamataji has decided about certain priority and time limit in regard to this system. I am again quoting from that report:

[English]

"The Committee recommended that the on-going pending projects should be given top priority for funding and should be completed within a time bound programme."

[Translation]

They should accomplish the targets fixed within a prescribed period. I am telling you that we are proceeding according to the fixed target and the expansion work under it involves travelling thousands of kilometres and carrying of load of many metric tonnes on Board gauge, meter gauge and also narrow gauge as narrow gauges still exists in some places. Meter gauge is still in use. It is true that meter gauge is being converted into broad gauge it will take some time.

[Dr. Laxminarayan Pandeya]

New engines are being inducted, their capacities are being increased and their speed is also being increased. The one which used to run at speed of 100 kilometers per hour are running today at the speed of 150-160 kilometres per hour. The journey between Mumbai to Delhi which used to be of 24-26 hours has been reduced today to merely 17-17.5 hours. This is the extent to which capacity has been increased. It is a good effort but still we are far behind Japan. We have set this target for the Ninth Five Year Plan and to which Kumari Mamata Banerjee has also pointed out in the Budget speech.

Attention should also be paid towards the increase in the Production capacity of the coach factories so as to introduce new coaches. Be there are the A.C. coaches or the ordinary coaches until the new coaches are produced over requirement will not be met with. There has been a long standing demand that some additional coaches should be attached with each of the new trains seeing the increasing number of passengers. I see that the number of coaches in various trains have increased. The trains which used to have 19 coaches till yesterday have 23-24 coaches today. The result is that the length of various platforms has become short. I urge upon the hon. Minister that unless the length of the platforms is increased, the people will face a lot of problems since the high platforms create problems to the passengers in boarding and stepping out of the trains particularly when there are children with the passengers. Unless the length of the platforms is increased, the various sorts of accidents which are taking place would be perhaps more. Attention should be paid towards it also. My submission is that the number of general coaches should be increased in the passenger trains.

I would also like to submit that on one hand we are going for continuous expansion on the other hand there are some projects on which I would like to draw your attention later on. It is a fact that road transport has become more effective and to complete with that we will have to make rail transport more effective. Unigauge comes under such schemes. There are four cement factories in my constituency which have 6-7 plants at different locations. 600-700 trucks are loaded from there daily. That material can be transported by the railways also. Therefore I had urged upon Mamata ji that if broad gauge from Kota to Neemuch and Neemuch to Ratlam is completed then Ratlam-Kota bye-link would be ready and Mumbai at Kota via Ratlam, Neemuch Chittorgarh railway line would be ready then all these cement factories, soyabean factories and sugar mills which have to take recourse to road transport, the Railways can have this transporation and by doing this the railways can earn massive revenues. The allocation for it has been very low. I have Western Railways white paper relating to the railway projects. The allocation has been made for the first time. The gauge conversion from Neemuch to Ratlam was uninitiated during the year 1993-1994. The cost of this project is Rs. 116 crore. Initially rupees one crore was allocated for this purpose, then rupees two crores were given, later on 10 crores, then five crores and now again five crores have been allocated. Now the hon. Minister can very well understand as to when this Project would be completed, when I made a submission in this regard, I was informed that it has been taken on priority. I would like to read it out from it "work has been started on long term projects, the pace of work on this project was slow but it is being increased by giving it top priority." Last year when top priority was not given to it, rupees five crore were allocated, earlier ten crore rupees were allocated and for this purpose by giving it top priority. I am unable to understand what is this top priority. Therefore, I would like to urge upon the hon. Minister that he should look into it. All the bridges and culverts on this route have been constructed. The broadening work of the route has been completed within 70-90 crore rupees. My submission is that the hon. Minister should approve it.

I would like to submit 2-3 points regarding my State. It is alright that a new zone Bilaspur has been created and there is the Jabalpur zone also in the State. There are many requirements of these zones but the basic requirements are not being fulfilled. There are a number of requirements. The whole Vindhya region has been ignored. The issue of linking Bhopal with other areas has also been left untouched. The electrification work between Ujjain and Indore has not been completed while Indore is an important business city it may be called an industrial city and also the political capital. It is second big city next to Bhopal in the State of M.P. The track doubling work between Ujjain and Bhopal has been lying pending. The distance between Ujjain and Bhopal is very short but it takes 4-5 hours to cover this distance. These are all small requirements. Last time approval was granted for the survey from Ujjain to Ramganj Mandi. That should be completed at the earliest. The survey work from Indore to Dohad has been lying pending for long due to paucity of funds. I remember the words uttered by Mamata ji that either the announcement should not be made and if the same is made then the entire scheme should be pondered over properly, as to how long it will take to complete it and the expenditure likely to be incurred on it only then the inauguration should be done otherwise the announcement should not be made at all. Extend my thanks to her for that.

17.00 hrs.

Sir, I would like to submit a few more things. So far as the Railway Recruitment Board is concerned it is in bad shape. It should be reconstituted. It is must because candidates are called for interviews twice and even thrice. After all these should be some rules. Whether there are some rules or not and it is not understood as to under that circumstances people are made to wait for 6 to 8 months for the appointments even after selections and they are to wait sometimes even for years. Hence the Hon'ble Minister should ponder over it.

I would like to submit one thing regarding G.R.P.—Government Railway Police. It is said that it is governed by the State Government but serve the Railways. If some incident of theft takes place then the R.P.F. does not take any action and it is said that they do not have any concern with these incidents as their duty is to safeguard the railway property. My submission is that there should be some co-ordination between G.R.P. and R.P.F. There should be such arrangements so that the passengers may reach their destinations safely, their goods are protected and mutual disputes can be resolved. Otherwise the disputes would linger on and the problems would not be solved. I would like to submit one more thing, I can not say how far it is correct to say that the R.P.F. personnels commit thefts. I would not like to submit anything more in this regard but attention must be paid towards the R.P.F. and G.R.P.

So far as Udaipur Training College is concerned no attention is paid towards the facilities to be provided to the trainees here. The set up of this college should be restructured and it should be strengthened. There is lack of medical facilities for the railway employees and the officers. There is no medical facility available at Baroda, Ratlam and Kota etc. in the Western Railways in my constituency. Age old medical facilities are being extended there which should be increased. The arrangement of beds should be made. New medical equipments should be provided.

It is alright that this budget has been appreciated by the business world but the budget can be good only if it honours the public sentiments. Such feeling should be inculcated among the railway employees through which railway may fulfil its commitments and can also fulfil the social obligation in the changing scenario.

At last I would like to conclude by saying two-three points regarding my constituency. One M.E.M.U. between Kota and Ratlam should be introduced. Presently the train running between Kota and Bhopal stationed at Neemuch. My submission is that it should be extended upto Neemuch. August Kranti Express used to run for six days in a week which should be run for all the seven days. My submission is that it should be provided a stoppage at Ratlam. Rajdhani Express bound for Mumbai does not have any A.C. reservation for Ratlam. A.C. IInd class reservation should be provided in it. Nizamuddin-Trivendrum Rajdhani which runs via Ratlam halts at Ratlam for checkup. My submission is that is should be provided a stoppage there. Likelywise Indore-Gwalior, Intercity which was to be introduced from 2nd July, 1999 has not yet been started because of the Kargil war.

That was not introduced due to Kargil war and has not yet been introduced. Now the Kargil war is over. The train should be introduced. We have won the Kargil war. The Intercity which runs between Indore and Bhopal does not have any train connection from Avantika for Ujjain. That should be connected with Avantika. Intercity should be provided a stoppage at Garod station. Mumbai-Jaipur should be provided a stoppage at Suwasara. Neemuch-Kota passenger train should be connected with Dehradoon.

Sir, I will give some points in writing to the hon. Minister of Railways but attention should be paid towards the important points raised by me. I would like to say something with regard to Indore-Bangalore. I have particularly urged upon the hon. Minister that facilities should be increased in the trains running from Indore and Jaipur. When I will visit my constituency the people will ask me as to what I have done with regard to gauge conversion and why the amount for gauge conversion has come down. My submission is that the hon. Railway Minister herself had said to give priority to the gauge conversion work between Neemuch to Ratlam. Attention should be paid towards it and funds for it should be increased. Once again I thank the hon. Minister for a systematic and a balanced budget.

[English]

SHRI RAMESH CHENNITHALA (Mavlikara): Mr. Chairman, Sir, the Indian Railway is one of the largest railway systems in the world. It is the largest public utility service in our country also. The Railways are the vehicle and barometer for growth. I would request the hon. Minister that keeping the important of the Railways in mind; she should request the hon. Finance Minister for more budgetary support.

Every day the Railway is carrying 11 million passengers and 1.20 million tonnes of freights. This is a symbol of national unity and integrity also. Sir, if you look at the Eighth Five Year Plan, the main thrust for Railways was capacity generation besides rehabilitation

[Shri Ramesh Chennithala]

and modernisation, manpower planning, human resource development, energy conservation, safety and financial viability, consumer satisfaction through reliable and better quality of service. We have to assess whether we have achieved it. What is the assessment of the Railways regarding this thrust of the Eighth Five Year Plan?

In the Ninth Five Year Plan, the main thrust would be strengthening the capacity of the Indian Railway system as a very important carrier of long distance bulk passengers and freight traffic. Sir, when we are discussing the first budget of the new millennium, I think that the Indian Railways should get more attention. The Railways are functioning in our country for the last 147 years.

In the Joint Session of Parliament our hon. President, Shri K.R. Narayanan rightly pointed out that there is a need for the Railway Reforms Commission. It is very much essential for looking into the functioning of the Indian Railways. We are experiencing a lot of difficulties in the functioning of Railways. The financial management of the Railways, freight and passenger ratio, and all other aspects are involved in it. We would like to know whether the Railways are losing the market or not. We should assess what problems faced by the passengers and what is the state of passenger amenities. All these aspects are very important. Especially, the financial management of the Railways should be looked into separately. So, the Railway Reforms Commission should be set up as early as possible so that the system which is running for the last 147 years could be looked into.

This Commission should lay more emphasis on the functioning of the railways. The hon. Railway Minister has presented this Budget definitely under a lot of financial constraint. Therefore, more budgetary support is needed for the railways. Every section of this House is demanding for new railway lines, better services, doubling of lines or gauge conversion, and many other passenger amenities. These are all genuine demands. Their views have to be taken very seriously. Members of Parliament are the representatives of the people and they are raising issues pertaining to their constituencies and States. But the financial constraints before the railways are the main hindrance for the developmental activities. Backwardness of an area should be criterion for the developmental activity, so that a balanced growth is achieved. More budgetary support is needed, so that developmental activities can be taken up more vigorously.

The Railway Budget should have a new direction by reorienting the priorities and rationalisig the freight and fare structure. It is good that she has taken a very bold step in not increasing the passenger fares. But she had to increase the freight charge by five per cent to earn more revenue. At the same time, we have to see that the people would not be forced to change the mode of transportation. They should depend on the railways, so that railways get more revenue.

Railway finances are strained more this year due to the escalation of the fuel cost, higher rate of incentives and bonus for the workshop and staff, and additional burden of Rs. 900 crore because of the damage caused by the Orissa cyclone. These are the issues the railways have to face in the coming months.

I am congratulating the hon. Minister for the austerity measures she has undertaken by which Rs. 800 crore could be saved. I would like to say that more austerity measures should be planned. But there are certain riders that we cannot cut down the staff strength. 30 per cent of the 1.6 million strong staff is surplus in the railways. But we all know that we cannot curtail the staff strength. 49 paise out of every rupee earned by the railways is spent on the staff. But, for development, only one paisa is being earmarked out of every rupee earned by the Railways. This is a very alarming situation. This reflects how the railway finances are managed. I am not criticising the Minister. But it is a fact that there is surplus staff and more funds are being earmarked to pay the salaries and allowances to the staff. The fact that the Indian Railways are earmarking only one paisa our of every rupee earned for development activity has to be looked into very seriously.

The Budget announces a multi-pronged new freight policy, including running high-speed trains, door to door services, and leasing of routes to freights. Success of this scheme is dependent upon how you implement it. My advice to the hon. Minister is that she should be ruthless, so that this scheme can be implemented properly. We feel that she is able to implement it.

Utilisation of the surplus land is an important aspect. She has rightly pointed out that in certain metropolitan cities railway lands are lying vacant. They should be properly utilised. For that total transparency is required. The State Governments as well as the local bodies should be involved in the utilisation of the surplus land.

Additional revenue generation through unconventional system and improving work efficiency of the system through technological inputs have been mentioned. When Shri Nitish Kumar presented the Railway Budget last year, the same sentence was there but it has remained only on paper. It was not properly implemented. So, I would request the hon. Minister to see that more attention is given to this aspect.

Regarding safety measures which are important, Justice Khanna Committee had given a report and in that report, Rs. 15,000 crore had been recommended for proper safety measures of the Indian Railways. How can we generate that money? It is not easy to generate such a huge amount. Internal generation will not help in this. An amount of Rs. 15,000 crore is needed for safety measures. About the safety side of it, the Railway Year Book says that train accidents per million train kilometres had come down from 0.56 in 1997-98 to 0.58 in 1998-99. Is it a great improvement?...*(Interruptions)* Sir, kindly give me some more time.

[Translation]

MR. CHAIRMAN: There is a list of so hon. Members. There are two dozens of hon. Members of your party to speak.

[English]

SHRI RAMESH CHENNITHALA: Sir, I am speaking only on important points and safety is the most important thing. Will the public be immensely satisfied with 0.2 per cent?

The accidents which are taking place should be looked into and the factor of human failure has been increasing. This is a disturbing trend. We find reports saying that accidents are caused by human failure and it is increasing also. The system of punishment on dereliction of duty has become lax. Therefore, it should be taken care of. Regorous punishment should be given to the people who are responsible for accidents.

There are two or three very important aspects which I would like to mention. They are regarding crucial sectors like rolling stock, doubling of the track and track renewal. The performance is dismal in the case of rolling stock. The number of passengers is increasing and at the same time, we do not have enough rolling stock. The capacity should be increased. Otherwise, the passengers will suffer.

We find that the ceiling as regards track renewal is coming down every year. We have to see that track renewal should be given more importance to avert accidents and delay in trains.

Regarding my State, Kerala, when the hon. Railway Minister was presenting the Budget, all the MPs from Kerala, irrespective of party affiliations, were forced to come to the well of the House because there was no proper allocation to our State. The total route kilometres is 62,809 out of which Kerala's portion is 1050. The national average is 2415 kilometres. So, Kerala's percentage of railway lines comes to 1.6. It is far below the national average and the total allocation is also very low. We were agitating about it. Then, the Minister called a meeting is also very low. We were agitating about it. Then, the Minister called a meeting of MPs of our State where we presented our case very well. For doubling work between Quilon and Trivandurm, Rs. 12 crore was earmarked. For completing that work which is going on for years together, we want Rs. 14.09 crore. The figure earmarked for Calicut-Mangalore is Rs. 97.10 crore. To complete it, we need Rs. 144.09 crore. For Kuttipuram-Guruvayur section, Rs. 10 lakh has been earmarked but we need Rs. 89.45 crore.

For the Angamally-Sabarimala line, a sum of rupees one crore has been earmarked but the total cost of the project is Rs. 544 crore. Similarly, for the Kottayam-Erumeli line, a sum of rupees ten lakh has been earmarked. But to complete the project, a sum of rupees two hundred crore is required.

Now, I come to gauge conversion. For the gauge conversion of Quilon-Tenkasi via Virdhunagar, a sum of rupees fifteen crore has been earmarked whereas the total cost of the project is Rs. 260 crore.

Coming to electrification, I would like to mention that the Erode-Ernakulam line is nearing completion. If the hon. Minister gives some more money, say Rs. 6.42 crore, it can be completed. At the same time, the Ernakulam-Trivandrum line has also to be electrified.

Regarding doubling, I would like to mention that Kerala is always neglected. Doubling of line from Erankulam to Mangalore is on. The Trivandrum-Kayamkulam line is also getting over. In between, one portion remains. The Ernakulam-Kayamkuam line via Kottayam is most important. Shri Suresh Kurup and myself have gone to the hon. Minister and represented about that. That portion is lying as a bottleneck and that has not been doubled. Everyday, fifty trains are running on a single-line. The track utility is 175 per cent. You cannot extend any train from Cochin to Trivandrum by this track because of saturation. So, we are requesting the hon. Minister to look into this matter. For the further development of Kerala, these lines should be doubled immediately. Otherwise, no train can go to the Capital city of Kerala, Trivandurm. All the trains will terminate at Cochin. So, that is the most important demand. I think the hon. Minister will, in her reply, accede to our demand and she will consider it sympathetically.

Sir, I do not want to go into the other details. One more thing is there, that is electrification. When the Erode-Cochin electrification work is over, it should be extended to Trivandurm. This is a genuine demand from our State.

[Shri Ramesh Chennithala]

Already, the State Government has also recommended this.

Finally, I would like to mention that regarding one or two new trains, we have already discussed it in the MPs meeting called by the hon. Minister. I think that in her reply, she will mention all these important issues which are existing for a long time.

*SHRI SHRINIWAS PATIL (Karad): I would like to lay on the Table of the House the following demands in respect of the Railway Budget. I hope the hon. Minister will consider them favourably.

My Parliamentary constituency Karad has a population of about 3 million people and there are about 12 sugar co-operative factories. I request that a computerised reservation system should be started at Karad. As of today, one has to go to Miraj about 70 kilometres to the South or about 160 Kilometres to Pune to the North. The computerised reservation system will prove to be a great relief to traders, students and people in general, in this area.

Karad railway station is a very busy railway station which handles passengers traffic and goods traffic of high capacity. There is only one platform. There has been a long-pending demand to have a full length second platform with shed on its total length so as to protect the passengers from sun or rain. I would also request that both the platforms, old and the new to be constructed, be joined by a bridge so that the passengers could easily cross over the line.

Karkad railway station is located in Satara district. It is a district which was in the forefront during the Quit India Movement in 1942. Late Hon. Shri Y.B. Chavan, Ex-Deputy-Prime Minister represented this area as MLA and became a Member of Parliament from Satara constituency. He had a dream to make Karad a modern railway station with all the facilities. I request the hon. Minister to include Karad railway station in the list of stations meant for beautification and upgradation.

The Pune region is attached to Hubli in South. There has been a long pending demand to disconnect if from Hubli and instead connect it with the Central Railways so as to save the passengers from the inconvenience.

An announcement was made by the hon. Minister to start a train from Bangalore to Jodhpur (Rajasthan). This train will not have a halt at Karad. I would request the Minister to consider giving halt at Karad for this train which will ply both ways.

Sir, Ahimsa Express runs between Pune and Ahmedabad. There is a quota of only two seats From Karad. The *Gujarati* population in Karad is more than 15,000 so, I would request the Minister to increase this quota from two seats to at least 10 seats.

There is a demand to start a new train from Kolhapur to Ahmedbad to Dwaraka. The *Gujarati* brothers and sisters from seven districts South of Pune up to Kolhapur are eagerly waiting for this new train.

In order to serve the population in and around Karad, I hope the hon. Minister will accede the above-mentioned demands which I have put in brief.

Thank you for giving me this opportunity to lay on the Table may western speech which contains demands.

*SHRI GIRDHARI LAL BHARGAVA (Jaipur): Respected Sir,

I want to speak on some problems related to Railways in Rajasthan, Jaipur:—

Establishing North-Western Railway Headquarters at Jaipur.

The new Zone at Jaipur was inaugurated in the year 1997. 2 dozen officers with 100 staff are posted. The progress of establishing the headquarters is not progressing on account of procurement of land from the Rajasthan Government and construction of headquarters office building at Jawahar Circle.

The land has been identified which is about 22 bighas for headquarters office and other ancillary offices. The total cost has been estimated as Rs. 7 crores. This is to be approved by the Ministry of Railways.

69 bighas of land for staff colony opposite Getor Jagatpura Station costing approximately Rs. 6.5 crores has already been sanctioned. Funds are to be made available by Ministry of Railways.

Gauge conversion project is pending in Rajasthan.

(i) Agra-Fort-Bandikui (161 kms.).

The project was sanctioned in the year 1995-96 at an abstract cost of Rs. 88.73 crores.

Estimated cost Rs. 161 crores. Expenditure upto March, 1999 is only Rs. 52 lakhs.

Outlay for the year 1999-2000 is Rs. 5 crores.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

atleast 75 crores in the year 2000-2001 and 80 crores in the year 2001-2002 are required to be sanctioned by the Ministry of Railways.

(ii) Rewari-Reengus-Phulera (215 kms.).

Estimated cost - Rs. 645 crores.

The Survey report has been submitted to Ministry of Railways 1 Oct. 1998. The work is yet to be sanctioned.

Gauge conversion of JP-FL MG line 56.5 kms. length at an approximate cost of Rs. 72 crores. The proposal has been sent to Railway Board for including in the works programme of 2000-2001.

New BG line between Dausa-Gangapur city (93 kms.).

The work was sanctioned in the year 1996-97 at an approximate cost of Rs. 152 crores.

The estiamted cost of work is Rs. 21.8 crores.

In the year 1998-99, 7.8 crores were sanctioned for acquisition of land.

In the current year, 1999-2000, only 20 lakhs were sanctioned.

More funds are required to be sanctioned.

Introduction of new trains:

Looking to the high rate of growth of Jaipur city and the areas around, following trains needs to be introduced;

(i) Jaipur-Gauhati for Raj astharil businessmen residing in Asssam.

(ii) Jaipur-Trivendrain Express.

(iii) Ajmer-Jaipur-Hderabad Express.

(iv) Jaipur-Haridwar/Dehradun.

(v) Jaipur-Chandgarh.

New terminal at Getor Jagatpura:

Looking to the expansion of jaipur City, new terminal was earlier proposed to be developed at Getor Jagatpura. This should be revived.

halts to various trains:

(i) At gandhinagar Jaipur: 2414 Pooja Exp., 2915 Ashram Ex. & 2462 Mandora Express.

(ii) At Getor Jagatpura: 9263163 Probandar-Delhi Sarairohilia Express.

(iii) At Durgapura & Banasthali",, iwai: 2955 Mumbai-Jaipur S/Fast, 9773 Indore Jaipur Express, 2307 Howrah-Jodhpur Express.

(iv) Halt to 4864163 Marudhar Express at Asalpur Jobner and Degg Stations.

(v) Halt to 9944 Ahmedabad-Delhi Mail (MG) at Badhal, Renewal and Kishamnanpura stations.

(vi) Halt to 9616 Chetak Express at Dhahar Ka Balaji Kanwat & Dabla Stations.

(vii) Extended Train from 9653 & 9654 Ahmedabad-Ajmer upto Jaipur (for poor people)

(viii) Construction of Platfrom No. 4 & 5 in Swaimadhopur Railway Station

(ix) Extended two train Bhiwani Jaipur and Hisar-Jaipur upto Dholpur

(x) Train No. 291512916 Ashram Exp. and 230712308 Jodhpur Howrah Mandor Express 246112462 stoppage at Phulera Railway Station.

(xi) New Train Jaipur to Unna in (Himachal Pradesh) and Train No. 455314554 (Himachal Express) extended to Jaipur.

(xii) 4 extra coaches in Puna Express from Jaipur to Jammu Tavi.

(xiii) New Railway Line from Nagore to Fulodi included was 5 years plan

(xiv) New container service start from Jaipur to Guwahati

(xv) Stoppage of three trains at Railway Station Sambhat Lake (N. Rly.) Jodhpur Division.

1. Jodhpur Jaipur Intercity No. 246612465
2. Jodhpur Howrah Express No. 230712308
3. Jodhpur Delhi Mandore Express No. 246212461

(xvi) Please cancei the inter-division transfer of 4 T.T.E. of Jaipur division as early as possible to stop undue harassment.

[Shri Girdhari Lal Bhargava]

(xvii) Increasing the V.I.P. quota from Jaipur in following trains:—

1. Howrah Express from 8 to 20 Berths
2. Ashram Express from 4 to 15 Berths
3. Chennai Express from 8 to 15 Berths.

[Translation]

SHRI RAGHUNATH JHA (Gopalganj): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to take part in this debate. The railway budget persented by Hon. Mamata Banerjee this year is worth praising. She has presented a growth oriented railway budget. Keeping in view the prevelent situation in the country.

You know very well that Bihar is divided in three regions—the southern part of the river Ganges, central Bihar and Chhota Nagpur region. There is just one railway-cum-road bridge on the river Ganges to cater to the big population living in the Northern part of the river. The people residing in that area have to face a lot of problems to reach another place. The entire country is well aware if it. The then Prime Minister Shri Devegowda had laid the foundation stone of a bridge on the river langes but after reaching there one can come to know that merely the suvey work on it has been started while this bridge should have been completed within five years. Still the soil testing work is going on there. No concrete work seems to be done for this bridge. Likewise the foundation stone for constructing a bridge on the river Ganges was laid in Munger but no concrete steps were taken to construct the same except the survey work. This big backward region of North Bihar needs to be developed. Therefore my submission to the hon. Railway Minister is that the construction of bridges in Patna and Munger on the river Ganges for which the foundation stones were laid should be started and completed at the earliest. A decision was taken for gauge conversion of Chhapra, Mashrikh Gopalganj. Thane, Kaptanganj railway line but no action has yet been taken in this direction.

Sir, you are well aware of the fact that Darbhanga-Narkatiyaganj railway narrow gauge line has not yet been converted into broadgauge. The gauge conversion work in Jaynagar. Darbhanga, Sitamarhi and Narkatiyaganj has been going on for long and 4 years back funds for it were allocated. The funds were allocated and the gauge conversion work has been lying pending till date. Government has approved the 60 kilometers of Sitamarhi and Muzaffarpur railway line. Funds were allocated, the land acquisition issue was raised but what is its position and in what shape it is, the people of that area want to know all about it. There is widespread resentment amongst the peole as they have to cover 300 kilometers of additional distance and have to travel via Darbhanga and Samastipur. Therefore, I urge upon the Government to immediately complete this work. The then Railway Minister Shri Nitish Kumar and Shri Ram Vilas Paswan ji had announced to get a survey conducted for the railway line in Sitamarhi-Sheohar-Motihari. The survey has also been conducted from Sitamarhi to Sheohar but nothing has been mentioned in that regard in the budget.

Sir, a number of Budh tourists from far and wide visit Bihar. They visit Gaya and Vaishali. Since long it has been the talk of the town to extend the Hazipur to Sugauli via Vaishali, Deoria and Areraj, Budhist Circuit line. The same is lying in the cold bag. Concrete steps should be taken with regard to the laying of that railway line. Besides welcoming and honouring the Budha tourists we earn foreign exchange. We can provide more facilities to the tourists by laying of this railway line.

Sir, likewise a major part of Chhota Nagpur and Santhal Pargana in the Southern Bihar has been backward and in 50 years of political history of this country the same has not been connected with train services. The railway line from Deoghar to Dumka and Hazaribagh was to be laid, the hon. Prime Minister laid the foundation stone but no concrete step has been taken in this regard till date. The hon. member of Parliament from Saharsa, Shri Dinesh Yadav had been struggling for that. The work on Mansi-Saharsa railway line is going on at a very slow pace. We people don't know whether it would be completed this year or not. Sir, the zonal office of railways was set up in Hazipur but it lacks the infrastructural facilities, staff and accommodation, and no work is being done there in this direction. You know very well that the former Members of Bihar Legislative Assembly used to get pre-paid coupens, for which the State Government used to pay. The travelling coupens have been issued to the former Members of Legislative Assembly by enacting a law. We have come to know that the same is going to be abolished after 31st March. After all what was the problem due to which this step is being taken?...*(Interruptions)*

MR. CHAIRMAN: Please keep silence. Do not interrupt him.

SHRI RAGHUNATH JHA: I would like to urge upon the hon. Railway Minister not to withdraw the facility being enjoyed earlier by the former Members of Legislative Assembly.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANGARU LAXMAN): Sir, this facility was to be continued but it was being misused. Alongwith the former Members of the Legislative Assembly, instead

of one person more than ten persons started boarding the train. Ten persons on one pass started boarding the train and when police help was sought it also failed. So, being helpless it was decided to withdraw this scheme.

SHRI RAGHUNATH JHA: Sir, it is totally wrong. They do not get passes. They get ticket on coupens. Two passengers are allowed with the coupon. So two tickets are given. Therefore it is not correct to say that ten persons travel on one pass. The Legislators are issued tickets and moreover it is Government's business.

If more than two persons travel the Government should arrest and prosecute them. As per the law, the former Members of Bihar Legislative Assembly or the former Ministers can avail of this facility and it is not proper to deny, this facility. The Government issues them the coupons after getting the money therefore this facility of coupon should be continued at any cost. What benefit the Government will derive by depriving them of this facility. The hon. Railway Minister has come. She should clarify as to why the former Members of the Legislative Assembly are being deprived of this facility. My submission is that the Government should ponder over it and if any lacunae or short-coming is there then it should be checked and the guilty should be punished. The coupons are issued only after receiving the amount from the State Government. The problem could be understood if the coupons are issued without taking money. Therefore, my submission is that all these points should be taken into consideration.

SHRI RASHID ALVI (Amroha): Mr. Chairman, Sir, I am grateful to you that you have given me an opportunity to speak on the Railway Budget. I am standing to speak on the Railway Budget on behalf of my party i.e. Bahujan Samaj Party. Km. Mamataji has mentioned in the Railway Budget that 19 new railway lines will be laid or 19 new trains will be introduced out of which 5 trains will be run in West Bengal....*(Interruptions)*

SHRI MULAYAM SINGH YADAV (Sambhal): You please put your own demand.

SHRI RASHID ALVI: About 27 percent of the budget ha gone to West Bengal in the name of extension of Calcutta Metro Railway, doubling of link railway line from Dumdum Airport, gauge conversion and electrification of trains etc, whereas Uttar Pradesh has got the least share. In my share something else....*(Interruptions)*

SHRI MULAYAM SINGH YADAV: You take more share.

KUMARI MAMATA BANERJEE: You people may give your suggestions.

SHRI RASHID ALVI: I give my suggestion. Mr. Chairman, Sir, the situation is that in my share something else, in your share something else which shows variations in making allocations. The Keralites made a lot of protests but the reprensentatives from U.P. have not protested to that extent, they have made less protests. I hope that Mamataji would provide something to us too. My first suggestion to the Minister is that it was the trend of the Britishers to present the Railway Budget and General Budget separately. This policy is advantageous to the Government. Some times they will increase the prices of diesel or some times of other commodities and thereafter will increase the railway fares. They do all these things separately and the people of the country remain ignorant about the factual position in this regard. Therefore, the Railway Budget and General Budget should be presented samultaneously so that the economic condition of the country could be judged, it should be clearly reflected that how much burden will be borne by the common man. How much amount in fares is being increased for the common man. Therefore, my suggestion is that the Government should consider this suggestion that Railway Budget and General Budget should be presented samultaneously. Another thing which I would like to say is to discontinue the system of having a separate Railway Board for Railways. The bureaucracy is mainly responsible to destroy this country, it is involved, in ruining the country. In 1977, when Mr. Madhu Dandvate was the Minister of Railways, he withdrew the saloon facility from the Railways so that no member of Railway Board could use the saloons. But the bureaocracy uses its intellects They use their tactics and be fool the politicians.

Mr. Chairman, Sir, they called it an inspection carriage instead of Saloon and the same saloons are functioning as inspection carriages. The Members of Parliament, who are always fighting for the people, who are the representative of the public, will not get the seats or will get after a lot of difficulties, but bureaucrates enjoy the journey in saloons. Their plea is that they have to visit remote areas for inspections, where they don't get any accommodation and therefore it is essential to take the saloons with them. My suggestion is that this kind of facility should be withdrawn from the railways.

KM. MAMATA BANERJEE: Mr. Chairman, Sir, through you, I would like to tell the hon'ble member that saloon facility has already been withdrawn from the railways.

SHRI RASHID ALVI: Mr. Chairman, Sir, if they have withdrawn that facility, then I would like to thank them.

[Shri Rashid Alvi]

Mr. Chairman, Sir, I hope the new provisions made by the hon'ble Minister would be implemented at the earliest. Till now, the practice is that the new provisions are made in the Railway budget but these are never implemented at all. I would like to state that the new rail lines from Jammu-Tavi to Udhampur and Nangal dam to Talwada were approved in 1981-82 but have not been completed so far. The railway line from Udhampur to Sringagar via Baramula was approved in 1994-95 but has not been completed as yet. The then budget of Jammu Tavi railway line was of Rs. 350 crores, the budget of Nangaldam was of Rs. 150 crores and the budget of Udhampur Srnagar rail-line was of Rs. 250 crores, which has now increased to Rs. 50 thousand crores and the said rail lines are still incompleted.

Mr. Chairman, Sir, the money of the country wil go waste in this way. Therefore, the time-frame and the estimated amount likely to be incurred on the projects should be decided first. If a project supposed to complete in 2 years, is completed in 20 years it would cost 10 times more than the actual cost. I would request the hon'ble Minister that this should be planned properly. A commission should be costituted for this purpose and the priorities should also be fixed for each work. It is wrong to introduce several trains and to construct a lot of railway lines in a particular state under some political pressure and nothing to other states. I would like to know from the Minister of Railways the criterain laid for introducing new trains, laying new rail lines and conversion of narrow gauge lines into broad gauge ones. Unless the proper criterion will not be laid for these purposes the work will not go on smoothly. The Railways should be developed in those areas where from it can make the earnings.

DR. [illegible]HUVANSH PRASAD SINGH: Mr. Alvi, please say [illegible]ething about your own area.

SHRI RASHID ALVI: I am telling you everything.

MR. CHAIRMAN: Time is short.

SHRI RASHID ALVI: Sir, as I am the only speaker from my party, I may be given more time.

MR. CHAIRMAN: How much time do you require?

SHRI RASHID ALVI: Sir, otherwise I will adopt the same line as others do. Therefore let me speak.

MR. CHAIRMAN: Your party is a small one.

SHRI RASHID ALVI: Sir, it is not so small as you are thinking of. It is three time bigger than yours.

MR. CHAIRMAN: You take minimum time to present your views. You are taking a lot of time to make the ground.

SHRI RASHID ALVI: Sir, I will try to complete my speech at the earliest.

Mr. Chairman, Sir, about one crore people travel daily by railways. We should take care of their safety and should connect people with railways wherefrom the Railways can earn more money. I will appreciate Mamataji for making the provisions of shopping centres and to use the railway land to mobilise funds for the purpose. I appreciate her for this initiative.

Mr. Chairman, Sir, I want to say about areas of western U.P. particularly that it is not well connected by railways. I congratulate him for double-line work from Amroha to Kakarsarai. You have done a commendable job. I want to request that a new train should be introduced from Muradabad for Bareilly to Delhi as a large number of commuters are there and people do not get place in trains.

MR. CHAIRMAN: Your party can be given six monutes time.

SHRI RASHID ALVI: All right, Sir, I will conclude in six minutes. I wish one train should run in day time from here via Gajraula, Chandpur, Bijnaura. There is heavy traffic on this route. Railways will be much benefitted from it. Alongwith this the then Railways Minister Shri Ram Vials Paswan had said that the casual labour of railways will absorbed on priority basis.

But the absorption of casual labourer on priority basis has not been done. This is my request that casual labourers are poor people, they need the employment most. If you are doing this then I will contratulate you once again. Alongwith this there are recruitment boards which should have atleast one representative from minority community and one member from Scheduled castes should also be there alongwith minority representative so that there should not be any discrimination against them. The quota for scheduled castes should be filled. Backward castes quota should also be filled. There is no quota for minorities but they should be given more employment. I would like to say to the hon'ble Minister that safety should be given top priority. Recently at New Delhi Railway station, I don't know whether hon'ble Minister is aware of this incident or not, RPF arrested a person who had a valid ticket and they forcibly taken him away. His young doughter was sitting there. When authorities found that he had tickets then they let him go. When he came back, he found his young daughter missing. This

happened three or four days ago. What happened to that girl, nothing is known. This incident was appeared in newspaper. You should be very strict with your officials and railway police.

I appriciate the concessions given to the students and Kargil war widows. Alongwith this you have said that freedom fighters can move anywhere in this millennium. This needs to be extended. Freedom fighters have brought the freedom to this country. Very few freedom fighters are left in this country. They can not travel by 'Shatabdi', just because money is charged for foods in this train. They are in such a small number. They are old people. They do not have permission to travel by 'Rajdhani' and 'Shatabdi' because they do not pay for foods during journey. You should pay attention towards this so that freedom fighters are allowed to travel by any train of their own choise. Today if we are able to speak inside the House we owe it to them. If today India is a free country, it is independent because of them. Therefore, we should extend maximum help to the freedom fighters....*(Interruptions)* Sir, you are in a hurry and not giving me adequate time so I am concludig.

MR. CHAIRMAN: Eleven minutes have passed instead of six minutes.

SHRI RASHID ALVI: In the end, I want to add this much that the population of this country is increasing. Many people are saying that employment should be curtailed in Railways. I want to say that Railways is such in institution in which we can employ maximum number of our countrymen. Our country is a poor country. You make it computerised, provide other facilities but do not slash employment. 18 lakhs people were employed by the Railways in 1974 and now 17 lakhs people are working there. You should pay your attention towards this also. I thank you for giving me a chance to speak.

[English]

*DR. NITISH SENGUPTA (Contai): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants (Railways). Let me congratulate the Railway Minister for a truly paradigm-shifting Budget. For the first time an attempt has been made to bridge the deficit not by raising the fare but by reducing the expenditure. This is an approach worth emulation by the Finance Minister in the General Budget.

There are many innovative ideas and approaches, using the railway track for optical fibre network as vehicle for communication network, advertising of goods and services in the railways for raising resources, making use of private sector initiative to supplement governmental efforts, quicker service of goods through running a fast goods trains immediately following a Rajdhani Express. All these measures will no doubt generate massive resources in the days to come justifiying the Minister's high expectations.

I welcome the new trains introduced and the new lines to be started. I am particularly thankful for clearing the long-demanded Tamluk-Digha rail road in my constituency. She has done a great deal to undo the injustice done to West Bengal in particular and Eastern India in general.

I also commend the tourism-related measures announced by the Railway Minister, in particular making use of the saloons for tourist traffic. In a way she has tried to revive the great role that the railways played in tourism in the past.

With these words I whole-heartedly support the Supplementary Demands for Grants (Railways) and commend them before this House.

[Translation]

MR. CHAIRMAN: Shri Tofani Saroj should place his written speech on the table.

Shri Ram Singh Kaswan has also placed his written speech on the table.

SHRI ALI MOHD. NAIK (Anantnag): Mr. Chairman, Sir, I wish to say something on Jammu and Kashmir....*(Interruptions)* I am being overlooked. If the chair overlooks me then what I will do?

MR. CHAIRMAN: Your name will also appear. I will call you turnwise.

[English]

*SHRI T. GOVINDAN (Kasargod): Railway Budget 2000-2001, do not suggest solution to the serious problems faced by the Indian Railway. The proposals in the Railway Budget is only hollow promises. Even then, I congratulate the Hon'ble Railway Minister for the appointment of Resident Commissioner for the railway related matters of Kerala State.

The Hon'ble Minister may have sanctioned new trains and railway lines to some States in order to satisfy the parties within the N.D.A. The States like Kerala, Bihar & Uttar Pradesh are completely neglected. The Minister

*Speech laid on the Table of the House.

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[Shri T. Govindan]

cannot forget the agitation held by the Kerala MPs during the period of budget presentation. Though the Kerala Chief Minister and MPs from Kerala had already given suggestions for the development of railways in the State, the proposals were totally ignored and made false propaganda that the Government have not received any such proposal.

Further, there is no clear picture came as the outcome of the Kerala MPs meeting called by the Minister later. People of Kerala are very much anxious. The contribution of lakhs of Keralites working in various places of India by travelling in trains is enormous. Kerala, situated in the Southern most part of India is also an important factor in the contribution of goods travel, since Kerala is a consumer state. These special factors are not reflected in the budget. The financial assistance for the ongoing projects in Kerala are only allowed. That too is not sufficient. New projects are not sanctioned. Some trains running upto COCHIN are extended to TRIVANDRUM. The progress of SHORANUR, MANCALORE line doubling work, declared to be completed by the year 2001 is in a slow state. The amount allowed for the doubling work of SHORANUR-CALICUT is Rs. 97 crores only. For CALICUT-KUTTIPURAM railway line doubling work, the amount given is Rs. 25 crores. Even now, CALICUT-KUTTIPURAM and CALICUT-SHORANUR has not given the status of a signle division/sector. This is one of the long-standing demand of the people of Kerala.

To complete the work an amount of Rs. 1.50 crores for MANGALORE-CALICUT and Rs. 50 crores for CALICUT-SHORANUR is required. Railway Over Bridges (ROBs) are affecting seriously the road traffic movements and the economy of the people and their life. Only Rs. 1 crore is allowed for each of the construction of ROBs in Kerala. This is to be raised to atleast Rs. 3 crore, and necessary sanction be given. Kerala Government have obtained Rs. 60 crores from HUDCO for this purpose. Further steps are to be started from Railway's part. In order to reduce the difficulties of Keralites in travel, Rajdhani Express train be run daily, new trains to be sanctioned from each places of Calcutta, Bombay and Bangalore.

Facilities

(1) Sufficient coaches are to be increased in trains. The coaches in the trains running in Kerala are in bad condition. These are to be replaced.

(2) It is necessary to speed up electrification work at Ernkulam line.

(3) Clean passenger waiting room/retiring room water and electricity in both trains and stations are required.

(4) Bekal is a main tourist centre being developed in India's tourist map. Bekal Resort Development corporation has requested for construction of an Over-bridge at Bekal. Since the budget stated to be a budget given stress for the development of toursim, I request the Minister to sanction an Over-bridge required for the Bekal project.

I once again requet the Hon'ble Minister to declare the assurance given to the people of Kerala through MPs regarding the development of railway and facilities to Kerala.

*SHRI VILAS MUTTEMWAR (Nagpur): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to participate on the Railway Budget. The Railway Budget presented by one of the most ex congress veteran Mamata ji, she has placed a balanced Budget but has disappointed many due to non inclusion of new rail lines/ new tains. And not maintaining the regional balances.

Sir, every body knows that she has tried to please every one but could not satisfy all due to financial crunch that is being faced by the railways. Unfortunately, NDA Govt. has not given financial support to Railways.

As a Mahila, we were expecting her that she should provide a social and economic budget.

Keeping in view, that Railways are one of the most important infrastructure which is very much necessary for the development of India.

As you know, Sir, there are large numbers of areas which have not been covered under Railways so far even after 50 years of our independence. Many of the areas are backward and no industrialist is in a position to set up industries in these remote area due to lack of infrastructure facilities such as rail/road. I expected that Mamata ji should have provided more and more railway lines, so that industrialists could go there and established units in the backward and remote areas for developing these areas.

Again, Sir, another aspect is that she has not raised passenger fares, but at the same time she has increased the freight charges. The Indian goods freight charges are 80% higher in comparison to the other Asian countries and the passenger fares is lower by 60%, but this is a non inflationary. Whereas increase in freight charges affects the common and poor section.

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*Speech laid on the Table of the House.

Therefore, I appeal to the Hon'ble Minister that she should consider to reduce the freight charges especially at the time when economic development is taking place in India.

I had in my communications to the Hon'ble Minister suggested one of the important project i.e. '***Goods Truck Transport Hub Through Railway Wagon at Nagpur***' which will give a boost to the Railway in getting more revenue.

The railways may develop this project in a joint venture with any private entrepreneur and it may develop throughout India with a base station like Nagpur. Because, Nagpur is the centrally located and most suitable place which is a geographical capital of the country, second capital of Maharashtra and second greenest city, it has good ancillary infrastructure, road and rail connections. Not only that, country's zeromile starts from Nagpur and nearly 100 cities of our country is directly connected with Nagpur.

Therefore, Nagpur should be the base station of this proposal. The route may be Delhi-Nagpur, Bangalore-Mumbai, Mumbai-Delhi and Delhi-Calcutta. Railway should arrange wagon like open with modification for two truck loading in a wagon. So 100 trucks in 50 wagons rake in one route with electric engine pulling can be transported at a time. Fortunately, Nagpur is on Central and South Eastern Railway line having their Divisional Offices.

The main purposes of truck loading in wagon will be reduction in diesel consumption, it will reduce the congestion on the roads as well as on national highways. The truck loading in wagon will also help the industries, traders, transporters etc. to despatch the goods by the consignor in a good condition.

Now, I will come to the discrimination shown in regard to development of railways in Maharashtra. Maharashtra is a industrially advanced state in India and development of railways is equally essential. The following proposals are pending with the Government for a long, I appeal to the Hon'ble Minister to kindly consider them favourably and see that these pending proposals are immediately cleared: Specially Vidarbha region is not given importance.

Construction of Railway Under Bridge on Mumbai-Howrah rail route and Kamptee Area (Nagpur).

Requirement of Ring Rail facility at Nagpur.

Shifting of Central Railway Office from Mumbai to Nagpur.

Widening of existing railway lines i.e.

- Miraj-Latur (374 km.'
- Parbhani-Mudkhed Adilabad (242 kms.)
- Solapur-Vijapur (109 Kms.) @
- Gondia-Chanda Fort (242 Kms.)
- Pachora-Jamner-Ajantha Bodwad (56 Kms.)
- Pulgaon—Arvi (29 Kms.)
- Nagpur-Naghbid (100 Kms.)
- Yavatmal-Murti zapur-Ach pur (189 Kms.)
- Nagpur-Saoner-Chindwada (126 Kms.)

Introducing of New Railway Lines

- Warora-Umred via Chimur (106 Kms.)
- Ahmednagar-Beed-Parli Vaijnath (250 Kms.)
- Jalna-Khamgaon (155 Kms.)
- Dhule to Nardhan (7 Kms.)
- Amravati-Narkhed (138 Kms.)
- Panvel-Karjat (28 Kms.)
- Flune-Lonavala Section (64 Kms.)
- Kalyan-Ahmednagar (204 Kms.)
- Wardha-Yavatmal-Flusuad-Nanded (260 Kms.)
- Manmad-Dhule via Malegaon (98 Kms.)
- Pune-Nashik (212 Kms.)
- Nashik-Kapargaon via Shirdi (93 Kms.)
- Pune-Ahmednagar-Aurangabad (244 Kms.)
- Solapur-Tuljapur-Osmanabad (60 Kms.)
- Chinchwad-Roha (95 Kms.)
- Extension of JNPT railway line from Uran to Panvel
- Baramati-Phaltan-Lonand
- Solapur-Aurangabad
- Pandharpur-Lonand (145 Kms.)
- Solapur-Beed-Chalisgaon (320 Kms.)
- Thane-Turbhe (127 Kms.)
- Wadsa-Armori-Gadchiroli (50 Kms.)
- Ramtek-Gotegaon (240 Kms.)

[Shri Vilas Muttemwar]

Doubling of Existing Railway Lines

- Daund-Bhingwan
- Diva-Vasai Road (42 Kms.)
- Panvel-Roha (75 Kms.)
- Sevagram-Chitoda (2 Km.)
- Diva-Kalyan (11 Km.)
- Kolhapur-Miraj
- Nardana-Amainer

Introducing of new Trains

- Shatabadi Express from Nagpur-Hyderabad-Nagpur and' Nagpur-Bhopal-Nagpur
- Nagpur-Ajmer via New Delhi Plgrim tain in the name of "Taj Avalia Express."
- Super Fast Train between Pune-Nagpur-Pune (as this is essential because the co-ordination of social and economical connections of the people of Maharashtra are necessary).
- New Express train between Ballarpur-Mumbai.

Sir, I hope that the Hon'ble Minister will ensure us especially the Maharashtra State that the projects that are pending for long are sanctioned immediately so that the Maharashtra is in a position to develop and give a lead in economic development of the country.

The Minister will also take action on reducing the rail accidents which are due to human error and will improve the railway protection force and provide safe travel of passengers in the country.

The Hon'ble Minister initiate action in covering more areas in the country by rail especially at the time when the country is going for economic development due to liberalisation and more foreign investments are coming forward for development of joint ventures in India. I appeal on behalf of people of Vidarbha and people of Nagpur in particular that, Nagpur is geographic center of our country and needs its due share which is not given.

*DR. SANJAY PASWAN (Nawada): Due to paucity of time I cannot get opportunity to say few words in the favour of "Revolutionary Rail Budget". This very Budget of Railways have touched almost all sections of society and entire nation longitude-wise and latitude-wise. Despite the lack of constrants, sister Memata Bannerjee has tried her best to nurse the interests of various functional groups operating at many levels.

Just to augment and make it more accessible to the commuters specially of the central part of Bihar which is naxal infested and full of social tensions, I would like to have certain submissions through you for the kind consideration and due favour of the Hon. Minister, which are as follows:—

The central Bihar which has been in news since last 10 years for the terrorist activities and many carnages and massacres which has resulted in mass murders. Railways have proved to be a successful instruments to combat and contain such type of unwanted upheavals. There is a neglected line of Railways which is called Gaya-Nawada-Kiul Line, which is deprived of any Express/ Superfast Train since its inception. So I request through you, Sir to the Minister to run **Brahmputra Express and Doon Express** through this route for the larger interest of the general masses of this important region of Bihar.

Keeping in view the same considerations mentioned above I would like to address to you to communicate to the Minister to run the newly proposed Express Train namely Baidhyanath Dham-Varanasi Express through this **Gaya-Nawada-Kiul Line** for the wider interest of this agriculturally rich and prosperous area of Bihar.

I am fully confident and hopeful that these submissions made through you shall certainly bring wide appreciation for you and the Minister, which will open new horizon of development of this area which has vast potential of pulse production and other farm products. Therefore, 1 am congratulating Minister of Railways through you for presenting such innovative Budgets with some new initiative and novel twists for the larger welfare of the Railway-users.

[Translation]

*SHRI TUFANI SAROJ (Saidpur): Mr. Chairman, Sir, I wanted to speak on Railway Budget but due to lack of time I am submitted my written speech which should be included in speech on railway budget.

Sir, Railway Minister Miss Mamata Banerjee has grossly neglected U.P. in her Railway Budget. U.P. has been given step motherly treatment. I want to draw your attention towards the longstanding pending work of gauge conversion connecting Aurihar junction and Jaunpur junction in Uttar Pradesh. A question was raised inside the House by the Member of 12th Lok Sabha under question No. 1838 dated 10.12.98 concerning the said railway line. The then Railway Minister had replied that order has been given for survey of the said line. But

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

nothing has come up so far. I had drawn the attention of the hon'ble Minister of Railways about the said railway line during the Zero hour on 15 December, 1999. Earlier, too, I had requested through a letter but I am sorry to say that railways minister has not paid any attention on the said railway line.

Sir, I want to say to the hon'ble railways Minister through you that she should ensure the gauge conversion work on Aurihar-Jaunpur meter gauge railway line.

Sir, I support the railway budget. Hon'be Minister has presented a good budget but Uttar Pradesh has been neglected. Meal was prepared well. It was served to persons next to me. I regret that I was very much hungry but nothing was affered to me. I could not get even smell of it. I had drawn the attention towards Aurihar to Jaunpur meter gauge line on 15 December. The work has been discontinued for quite some time now. Common man of this area has to face freat difficulties owing to this. Means of road transport are not available there which is causing difficulties to people in transportation. Private buses and jeeps run there. They charge arbitrarily from people. The then Member had raised the same issue in this House in 1998. The Minister of Railways had assured that survey is being conducted but nothing has come out till date. This line has not been surveyed. Gauge conversion from Auriyah to Jaunpur junction should be done in this budget. Bridge is not to be constructed there. Only broad gauge has to be laid replacing meter gauge. I have to say this much.

SHRI CHINMAYANAND SWAMI (Jaunpur): Hon'ble Chairman, Sir, before speaking on railway budget for this year, I would like to recite four lines to honour Mamataji.

Vah Path Kya, Pathik Kushalta Kya,
Jis path par bikhre shool na hoan;
Navik ki dhairya pariksha kya,
Jab dharayen pratikool no hoan.

(The road on which throns like hurdles littered along is the real road. And the traveller which crosses them successfully is the traveller in real service. Similarly boatmens patience is not tested unless he successfully swims his boat against the tides.)

Mr. Chairman, Sir, while initiating descussion on budget, my friend from Congress-Party, Shri Privaranjan Das Munshi said one thing that the British who resorted to expansion of railway did not do it to show their generocity instead they took this step due to certain compulsions and mainly to combat the mounting pressure of freedom struggle.

It seems true because the first train was introduced in 1853 and the revolution took place in the year 1857. We can understand the background very well and it was necessary for them to take such steps in those circumstances. So, should I desire this conclusion that the Congress-party was also formed to deal with the freedom fighters in year 1885? This type of argument does not seem to be logical. I would like to make a submission that Mamataji has presented such a budget which reflect her filial affection towards this country. She has prepared this budget keeping in view the downtrodden, poor and labour class. Rashid Bhai was complaining that backlog of A.C. and B.C. has not yet been completed so far. If he had gone through the budget, he would have easily known that the provision in this regard has already been made in the budget.

I do not want to go into those points which have already been appreciated by our other firends. There is no need to mention those points. But, I would certainly like to say that I had given some suggestions when railway budget for 1998 was presented in the House. Though they were not included in the revised version of railway budget for 1998, yet they have found place in this budget automatically or on account of the efforts of Mamataji. She indeed deserve appreciation for this. As I said that railway should not depend on commuters or railway traffic for it's income, rather it should explore other possibilities. I know that railway is the biggest landlord of this country. No other organisation possess more land than railways. Mamataji has given a new dimension to it by taking a decision to prepare scheme for better utilisation of the land under her Minister's possession. I think that these parts of idle land can be a major source of income for us, if such schemes are extended and expansion work is undertaken covering all such plots or land, this would certainly earn profit for the ministry and thus reduce dependence only on commuters.

In addition to that, by resorting to all alternatives such as deriving benefits of information technology and also by providing space on rent for advertisements etc. Mamataji has made such a provision in railway budget which will guide future Railway Ministers to reduce the burden on commuters as well as explore alternatives for generating income. This is such a golden line on which our culture, beliefs, tourism and inter state relation within the entire country depends. This country, of 14 langauges and 550 dialects can remain united only when there is a strong binding-chain and what would be better than railways. That is why railway is binding chain for the rich culture of this country just like river Ganges. The better, the pace and sanctity, multiple would be benefits. Mr. Chairman, Sir, I regret to say that railways did not progressed well. It expanded upto 54,000 kilometres in

[Shri Chinmayanand Swami]

94 years period of pre independence era. But, I am sorry to say that in 53 years of post independence period we expanded the tracks only upto eight thousand and five hundred kilometres. So, the pace was very slow, but now I again thank Mamataji, who has tried to increase that pace. The pace of average expansion which was 160 K.M. every year has been geared up and it's pace has been increased since then.

People talk about Women's year a lot. We have taken a step to reduce the burden on school going girl child to the maximum and allowed them to travel upto their educational-institutions free of cost. You have paid attention towards all these facilities. You have taken care of beliefs of common people. You have done a tremendous task by introducing two trains, Uttaranchal and Upasana Express from Haridwar and Dehradun respectively. The People of Gujarat have been since long demanding a train to facilitate their holy dip in river Ganges in Haridwar. People of West Bengal were also waiting since long for direct train between Howrah and Haridwar. This reflects as to how much respect you have for the faiths of the people.

Our friend was saying that Uttar Pradesh has got very less share. I have calculated the average on that day there was hue and cry on this issue that U.P. did not get anything. I was also rather apprehensive as to whether U.P. has been left behind in this matter. A little bit effort has been made to take care of U.P. as compared to other states but that is below the expectations. People had many expectations from you. Mamataji has got such a personality that the people of the country hope for more than what they are getting. She might have lacked somewhere but she still have been able to provide basic facilities an average to Uttar Pradesh. There are certain routes where it was essential to introduce trains for example you have done well by connecting Balia and Lucknow. But on Lucknow-Muzaffarpur track only one superfast train, Vaishali Express is operational. No other train is running on this track we need another train on this route as this track runs through as many villages and cities of several freedom fighters.

Similarly I would like to make a submission. Mau and Shahganj have been linked and there has been a long standing demand of the people of Jaunpur, Azamgarh, Sultanpur, Pratapgarh and Ghazipur districts to ply a train upto Mumbai via these districts. You may introduce Gorakhpur-Dadar-Express without making any new announcement, in this regard. You may ply it *via* Aurihar, Indora, Mau, Shahganj and Jaunpur. The people of Ghazipur and Azamgarh can easily be benefitted therefrom.

I would also like to submit that four trains ply between Varanasi and Mumbai. But the people of Jaunpur have been demanding a train since long because Mumbai is their source of livelyhood. Even they travels upto Mumbai in lakhs to sell vegetable, milk and Fodder there. Hon'ble Ram Naik is not present here. About three lakh people belonging to his constituency reside in Jaunpur and not a single direct train is available for them. Last time some initiative was taken but it was extended upto Varanasi only and Jaunpur remained deprived of this facility. Mamataji, the people of Jaunpur have faith in your affectionate nature so, please assure me so that I may tell them on your behalf that you would certainly introduce train for that region.

You have selected eighty places for computerisation. I could not observe this in the budget. But I would certainly like to know as to whether you have covered Jaunpur and if it is not so kindly include it this time because there are four stations in that city and all people have to go to Varanasi for reservation and they face a lot of problems to cover that much distance. If the reservation facility is provided there itself, it would become convenient for them and they are not forced to wander here and there.

I would also like to mention about passenger facilities, one crore 36 lakh passengers travels by railways everyday and you have increased expenditures upto one crore ninety lakh rupees for the convenience of the commuters. That means you will incured one rupees and twenty paisa per commuter. I think, it is very less. We will have to delve on it as to how we would provide them facilities with this meagre amount. This should be increased.

We talk of extension of the railway track, we talk of doubling and electrifying the railways but we do not pay attention to the basic facilities given to the passengers. Similarly, I would like to talk about transportation of goods since 35 per cent of the transportation of goods is being done by the railways. As you know, once the prices of onions and potatoes were skyrocketing. On one hand, potatoes and onions were becoming costlier and on the other, owing to insufficient facilities of roads transportation, onions were rottening. Such problems do crop up. I want that for fastly perishable commodities like vegetables, milk, eggs and fruits some special containers should be provided for their transportation. I believe that if such facilities are provided for transportation of goods, the services of the railways would be more utilised. People are fed up with the transportation of goods through roads. Owing to occurrence of road accidents, breaking down of trucks and the goods going easted, they want to send it through railways. But one faces three types of problems. Firstly, pilferage of goods, then untimely delivery and thereafter when it reaches its destination, the quality does

not remain therein. So, if all these problems are solved and prevented people would prefer transportation of goods through railways.

With these words I would like to conclude adding a few things about my constituency. There is Jaunpur-Aurihar metre gauge line in my constituency on which only two bogies run during the whole day and it remains unused for the remaining period whereas thousands of buses ply on the parallel road. My suggestion is that some more trains may be started on that track because your engines and bogies of metre gauge have to work now and thus we can utilise that track.

Similarly, I would like to submit that Jafrabad track which is frequented only once a day by AJ-2 and AJ-4 train can be connected via Allahabad, Jaghai, Jaunpur, Jafrabad to Mau so that passengers travelling to and fro can be benefitted therefrom.

The districts of eastern U.P. are big producers of vegetables. If rail services are provided to them, they can get good prices for their produces and a market may be available to them. Similarly, Jaunpur is the largest district of Uttar Pradesh where from 10 MLAs and 3 Member of Parliament get elected. Shri Chandernath Singh ji has been elected from Machhalishahar. But the situation is that there is no booking office for sending goods from there. This facility should be extended there. The P.C.O. facilities should also be provided on this station. Wherever Enquiry office is not functioning properly, the P.C.O. arrangement can become useful. Therefore, my request is that this facility should be provided on every station. There are several shortcomings wherever this facility has been provided, these should be removed. If catering services are provided on stations as are being provided in trains. It can enhance your earnings.

Mamataji, you are quite considerate and you have affection for the people. I congratulate you for such a commendable railway budget.

*SHRI RAM SINGH KASWAN (Churu): Sir, the railway budget 2000-2001 presented by the hon. Minister of Railways, Mamata Banerjee is in public interest. Despite the adverse financial condition of the country fares have not been hiked. The poor and the middle income group people, freedom fighters, the families of the martyrs of Kargil war and the senior citizens have been given ample concessions. There can not be a better Budget than it. However, there are certain major problems in my Parliamentary constituency Churu which need to be included in the budget.

The demand for converting Rewari-Bikaner section from metre gauge into the broad gauge is being made for several years. Most of the traders of my constituency frequently visit major cities of the country. Bikaner district is adjacent to Pakistan. From security point of view also, it is essential to convert this railway line into broad gauge. Bikaner has big reserves of Gypsum which is transported to various parts of the country. The conversion of Rewari-Sadulpur section of this railway line into broad gauge has already been approved. Despite the approval, no provision has been made in the current budget. Therefore, my demand is to make this provision in the current budget. The approval to convert the remaining section from Sadulpur to Bikaner should be given immediately. In addition to this, approval should also be given for converting Sadulpur to Hissar and Ratangarh to Degana into broad gauge. Previously, Oil from Kandal used to be transported from Jodhpur to Degana via Ratangarh, Sadulpur-Hissar to Haryana, Punjab but since the line following the Jodhpur-Degana broadgauge is a metre gauge, the transportation of this oil has been stopped. The Oil company is incurring losses of crores of rupees every year due to this hinderance.

A survey for laying new railway lines from Churu to Taranagar and from Sardarshahar to Hanumangarh was conducted in which the Department has incurred the expenditure of lakhs of Rupees but there has been no outcome. Therefore, this work for laying down the lines should be carried out at the earliest.

The people of my constituency have been demanding to lay down a new railway line from Seekar, to Naukha via Salasar Sujangarh for so many years. It would be in public interest go get the survey conducted and to lay down the railway line in this area.

The biggest problem of my constituency is the railway crossing. Several accidents take place every year due to non-existence of railway crossing. The passengers in use for several years in the rural areas have been closed by the Department of Railways which has created a new problem, for the rural people. The Rampura Beri-Kalri-Harpalu-Kandhanraon-Dokwa-Ratanpura-Hadiyal-Molisar-Payali-Biggax-Benisar-Sudsar Delhi-Bikaner railway line and Balsambad on Ratangarh-Dengana line-Rohadsar-Khayali-Dhani Chhoti on Sadulpur Bhadrash line and Lasedi-Indasar villages on Sadulpur-Hissar lines are facing a lot of problems due to non-existence of railway corssings. There is an urgent need of unmanned and manned railway crossing near these villages. There is a provision for the construction of railway crossing from the M.Ps funds but it costs more than Rs. 10 lakh on one crossing which is not possible for a Member of Parliament. Therefore, it would be proper if half of the expenditure is incurred by the Railway Board and half from the Member's fund.

*Speech laid on the Table of the House.

[Shri Ram Singh Kaswan]

The common man will be relieved by the extension of the following trains and railways would also get benefit from it. 1 HC and 2HC Hissar to Churu tarins to be extended to Bikaner, 205/206 Jaipur-Loharu train should be extended to Sadulpur. The Bikaner Churu passenger train should be extended to Sadulpur.

A computerised reservation counter should be opened at Churu junction as it is the district headquarter and a lot of trains pass through this junction.

There is dire need for opening Gugalva Kirtan halt station between Rampura Beri and Bevad Bhojan and Anandvasi Halt station on Ratangarh-Sardarshahra route.

A new coach has been attached in the Delhi-Bikaner mail from Hanumangarh to Delhi. A quota of six berths from Sidhmukh and 15 berths from Sadulpur junction in this coach should be allotted.

A quota of six seats for Sadulpur to Mumbai in the Ganganagar Express should be allotted in the Jaipur-Mumbai Superfast Express train.

A quota of 15 berths instead of six berths from Sridungarpur in the Bikaner-Delhi mail should be allotted.

The time of Rewari-Bikaner passenger train has been extended from Sadulpur since Churu is a district headquarter and the passengers want to reach there in time, the timings, of that train should be scheduled as in the past.

My village is the first village on Kalri-Sadulpur-Loharu Railway line whereas the name of the Station is Harpalu. Harpalu is Kilometre away from station. The village Kalri is nearby the station. Hence, it should be named as Harpalu-Kalri.

[English]

*DR. RANJIT KUMAR PANJA: Mr. Chairman, Sir, these are my suggestions for Restructuring the Indian Railways Systems as proposed by the Hon'ble Minister to improve financial viability.

HRD & Office Procedures

- Reduce types and grades of posts; introduce Productivity Linked Wages with a basic minimum guaranteed living salary to all employees, irrespective of rank.
- Offer VRS to unskilled staff and induct, in their place, a much lesser number of multi-disciplinary, skilled personnel.
- Undertake costing of existing intricate office procedures and cost of delays in decision-making as a result thereof. Effect immediate decentralisation of powers in regard to financial and manpower deployment to Divisions and Workshops. Each DRM/CWM should be given a fixed overall budget and a fixed number of manpower and authorised to achieve his performance targets within this infrastructure. For this, full powers to reappropriate funds and men within the limits fixed should be allowed. Only in exceptional cases should higher sanctions be necessary.

Utilisation of Real Eastate

- Offer Railways real estate surplus to other service departments or Public Sector Undertakings in the first stage against reciprocal services, eg. To Port Trusts, Dept. of Telecom, SEBs, etc.
- Dispense with construction of new building and modernise the office set-up by better utilisation of huge existing spaces.

Restructuring of Stores Department

- Offload auction to professional auctioneers including PSUs. Downsize auction staff. Decentralise the purchase office of the Controller of Stores in each Zonal HQ, which will save delay in procurement and improve maintainance and project schedules. All powers to purchase non-stocks items should be given to DRMs/ CWMs, to be operated within their budget.
- A serious study on the Cost/Benefit of stocking huge inventory in stockyards should be undertaken and an Economic Stock Quantity fixed, item-wise. Suitable manpower may be downsized and reallocated thereupon.
- Once decentralisation is decided, the office of the COS in the Zonal HQ should only deal with Policy, Standardisation of specifications, monitoring, and fixing of rate contracts of regular items, which can be operated upon by the fields units by placing orders to the firms directly as per requirement and budget provision. This will ensure quality as well as economy.

Autonomy to Workshops

Workshops to be made autonomous, self-sustaining. To be allowed to take outside orders by competitive bidding after fulfilling Rly. Obligation. Three-pronged approach suggested.

*Speech laid on the Table of the House.

(a) Identify modernisation needs & infuse capital to make them multidisciplinary and versatile.

(b) Downsize redundant and low-skilled workforce, redeploy them, upgrade the skill of others.

(c) Give functional and financial autonomy whereby workshops may frame their tariff based on costs.

(d) Finance for modernisation may be obtained from IRFC and other financial institutions.

Hospital Management

Railway's medical facilities include.

(a) Central hospitals at Zonal HQs and Metros.

(b) Divisional hospitals at Divisions and workshops.

(c) Health Units & Dispensaries at smaller field units.

Central Hospitals have huge infrastructure which can be used more productively for development. These should be made self-sustaining and facilities upgraded as suggested below:

(a) Enter into partnership with major Hospital Chain; infuse capital through them for modernisation; open up facilities to public and other Govt. and Non Govt. employees on payment, including advanced diagnostic outdoor department.

(b) Open specalised treatment and research Centres.

(c) Open Medical Colleges with private capital.

- In all the above efforts the protection of the Railway patients have to be considered first.

Areas suggested for early corporatisation

- Catering
- Sanitation
- Motor vehicles, except those essential for safety and operation of trains
- Security of offices and administrative buildings
- Maintenance of machinery and equipment; redeployment of departmental manpower earmarked therefor to productive areas
- Freight and parcel handling

Units recommended for closure

- Motor repair workshops
- Old signal repairshops
- Petty Civil Engineering Workshops

Sub store depots attached to almost all field units of various service departments.

Commercial and Marketing

- Reduction in departmental passenger reservation offices in major cities suggested. Reputed travel agents may be given quota and computer access. Agent to pay the Rlys. Fortnightly advance payment based on average transactions, even if quota is not used. This will give good profit to Rlys. During lean season.
- Tatkal should be made available only 2 hours before departure of train at the Rly. Station. This will help genuine passengers and prevent tout activity.
- For suburban services, easier ticket availability is the only solution. Suggestions are: (a) Introduce Ticket Coupon Books, freely available at stations, including Stn. Book Stalls, City Booking Offices, etc. for a fixed period eg. One month.

  (b) Train conductors may issue tickets on runing trains like buses with a nominal surcharge. For this Railway Act is to be modified.

  (c) At the destination station, tickets may be purchased after paying surcharge.

- Promotion of Parcel Services in collaboration with reputed Courier firms may be considered, including provision of easy to reach collection centres within business areas. Door to door service is essential of parces.
- For freight services, strengthening of CONCOR to provide door to door, multimodal transportation solution essential. Novel methods such - piggyback service, running freights trains one time table essential
- Monitoring and review of Rs. 15/- monthly ticket.

Telecommunication

- The new Telecom Policy envisages a competative environment from 2000 for long distance STD circuits. Railways should take advantage and offer their surplus capacity on long distance communication lines to earn revenues from basic and 'cellular Telephone users.

[Shri Ranjit Kumar Panja]

I congratulate Ms. Mamata Banerjee for the excellent Budget and hope she will run Indian Railways on golden lines with her innovative ideas.

SHRI M. CHINNASAMY (Karur): Mr. Chairman, Sir, first of all, I thank you for giving me this opportunity to seapk on the present Railway Budget presented by the hon. Minister of Railways.

As observed by our leader, Dr. Puratchi Thalaivi, Madam Jayalalitha, this Railway Budget though purports to save the public from passenger fare hike. The freight charges have been increased by five per cent and for the parcel and luggage the increase is seven per cent. Though a few essential commodities have been exempted from this hike, the prices of many other commodities will shoot up and ultimately the burden will be on the common man.

Sir, as usual, the interest of Tamil Nadu has been neglected once agian. Of the 19 new trains proposed, there is just only one train, i.e., Tirupati-Nagarcoil Bi-Weekly Express which touches Tamil Nadu. Another train proposed is Nizamuddin-Coimbatore weekly express. Shri Vaiko has said, it is new train. But in fact? It is not a new train it is an old train because Mangala Express to Tiruvananthapuram from Nizamuddin was originally going *via* Salem, and Coimbatore, but the unwise and anti-people decision of the Railway authorities diverted the Mangala Express from Ernakulam to Nizamuddin *via* Konkan. Therefore, Tamil Nadu people have lost an important train.

Our party has been demanding, for a ling time, doubling of Chennai-Madurai-Kanyakumari BG line and also for electrifying that line.

Our another most important demand is for setting up a new Divisional office at Salem, but it does not find a place in the Budget.

In view of the utter neglect of Tamil Nadu, I wish to bring to the notice of the hon. Minister, through you, Sir, certain pressing needs of the State for consideration and inclusion in the current budget.

The 85 km. Long Karur-Salem BG line going through three parliamentary constituencies-Karur-Salem and Rashipuram, under construction, has not been provided adequate funds. Though the anticipated cost is Rs. 225.51 crore, only Rs. 35.18 crore has been allocated so far. Rs. 180.33 crore are to be needed to complete this project.

18.00 hrs.

But in this year's budget, only a meagre amount of Rs. 10 crore has been allocated. It this line of the allocation remains to be the same in future, it will take a decade to complete this project. Every year the cost escalation will be more than the allocation itself. It request the hon. Railway Minister to allocate at least Rs. 50 crore for the Salem-Karur B.G. line this year. There is another request along with this project. A railway bridge is being constructed across the Cauvery river between Mohananand Vanzyal I request the hon. Railway Minister that a road-cum-rail bridge should be provided there.

Coming to my constituency, Karur, it is a district headquarters. It is a textile town. It is a busy town with a lot of trading activities. But the train service from Karur to Chennai is insufficient. As the journey has to be short and quick, I demand that a new train be introduced from Karur to Chennai via Tiruchirapalli. This route is shorter than the Erode route by 49 kilometres. The Erode-Tiruchirapalli line is an important line connecting two trading centres. This line should be electrified on priority basis. Out of the 2,300 kilometre long railway line to be electrified during the Ninth Five-year Plan, 1,060 kilometres long route has already been electrified. The Ernakulam-Erode line is already being electrified. It will be useful for the people of Kerala also if this electrification is extended up to Tiruchirapalli.

In my constituency, foundation stones were laid at three places by the then Railway Minister on 25.10.1998. But except at one place, no work has begun. In my constituency, there are a number of unmanned level crossings. Road users are always under the risk of danger. I kindly request the hon. Railway Minister to at least convert them into manned level crossings. Such a decision will save precious lives and property.

Again, in my constituency, at Madurai-Chennai line, there is a level crossing at Manaperrai. If this level crossing is closed, the traffic is very often help up for hours. If an over-bridge is constructed at this level crossing, the Madurai-Chennai traffic can flow smoothly and need not to take the Tiruchirapalli route which if fifty kilometers more. Similarly, an overbridge may be constructed at Kulithali, which also comes under my constituency.

The Railway Minister, while presenting the budget, quoted the following from peot Tagore.:

"I start on my journey with empty hands and expectant heart."

I think the hands are empty only when it comes to Tamil Nadu. I make a sincere appeal to the hon. Railway

Minister to respect the sentiments of the people of Tamil Nadu and undo the injustice done to the State by the Railway Ministers year after year.

Whenever a new train is demanded, the one readymade answer available with the Railway authorities is 'not commercially viable'. This is not fair on the part of the Railways. It is not the right approach. It is the social commitment of the Government to provide cheaper mode of travel and transportation. It should be treated as a social sector and revenue alone should not stand in the way.

Sir, Salem is another big city in Tamil Nadu. It is very famous for mangoes. It is called 'Mango city'. In Tamil we call it *MANGANI MAVATTAM*. It is the nerve centre for the trading network in Tamil Nadu. It is a junction from where trains could be taken to other States of the country. We demand to set up a divisional office at Salem. This request has been hanging fire for several years. Salem Junction is the hearbeat of the Southern Railway. It is major station dealing with rolling stock operations. The Railways could save a lot by way of administrative and operational expenditure by setting up a divisional office at Salem. I request the hon. Minister to kindly set up a railway divisional office at Salem.

The linking of Egmore and Central stations in Chennai has been a long-pending demand. This is posing a lot of difficulties to the passengers coming to Tamil Nadu from other States.

[Translation]

MR. CHAIRMAN: It is in the knowledge of the House, Mr. Speaker had declared to extend the time with the consent of the House till the discussion on all the items related to railways is completed.

SOME HON'BLE MEMBERS: Yes, Sir.

[English]

SHRI M. CHINNASAMY: Sir, they have to alight at the Central and take their luggage by road to Egmore for boarding another metre gauge train to other parts of Tamil Nadu. Since Project Unigauge for gauge conversion is under way, Egmore and Central should be linked expeditiously.

Sir, the Budget speech refers to implementing the reservation policy in employment with respect to the Scheduled Castes, the Scheduled Tribes and the physically handicapped. The backlog of vacancies is not filled for years. The solution to this problem lies in restructuring the Railway Recruitment Boards. It should be headed by a representatives of the people and should have members from the S.C., S.T., O.B.C. and Minorities in the Board. It should be done without any delay.

Sir, in a Tamil daily, DINAMALAR dated 12th March there is a news item, which translated in English, says:

Tamil Nadu is neglected by the Railway authorities; Fate of many railway projects is pending for long time; and Tamil Nadu M.Ps. are silent spectators.

It is true that Tamil Nadu is neglected by the Railway authorities. It is also true that many railway projects are pending for a long time. But it is not true that Tamil Nadu M.Ps. are silent spectators. Tamil Nadu has the largest meter gauge routes in the whole of India especially in the southern part of Tamil Nadu because of which the development of the State is severely affected. Nearly 2,500 kilometres of meter gauge lines are to be converted and many of these projects are halfway because of non-allocation and insufficient allocation of funds for these projects.

The project Cuddalore-Salem-Virudhachalam, which has a length of 120 kilometres, it requires Rs. 100 crore. But only one crore of rupees has been allotted. For Tiruchirapalli-Nagore-Karaikkal, which has a length of 200 kilometres, only Rs. 3 crore has been allotted this year. For Quilon-Tirunelveli-Tiruchendur-Dindigul-Tenkasi-Virudanagar project, measuring 357 kilometres, it requires Rs. 280 crore. Only Rs. 10 crore was allotted and spent so far. This year only an amount of Rs. 15 crore is allotted.

Fourth, Villupuram-Pondicherry line needs Rs. 30 crore to complete 38 kilometres distance, but only Rs. 1 crore are allotted. For Madurai-Rameswaram line with a distance of 162 kilometres needs Rs. 240 crore, but so far only Rs. 5 crore have been allotted. For Tanjore-Villupuram line measuring 192 kilometres distance of metre gauge needs Rs. 233 crore. So far only Rs. 10 crore have been allotted. Further, an amount of Rs. 1 crore is allotted to Cuddalore-Salem *via* Virudhachalam line. There is another important line, namely, Palani-Chamrajnagar line. For this, only Rs. 1 lakh are allotted.

Sir, the Railway Minister has neglected the Tamil Nadu on the whole. Then, the construction of a bridge near Uttukuli, which comes under the Gobichettipalayam parliamentary constituency, should be taken up. Out friend Shri K.K. Kaliappan has also been demanding it. This work is also to be taken up this year.

With these words, I conclude my speech.

[Translation]

*SHRI JAGDAMBI PRASAD YADAV (Godda): Mr. Chairman, Sir I want to draw the attention of Minister of Railways on certain points.

There is a station in my constituency, Madhupur, for which the public and myself are constantly writing for providing the stoppage of four main trains there. But, it has not been provided there so far. Therefore, a halt for these trains should be provided there to enable passengers to go to various places.

It is very necessary that Godda in district Godda, be connected through railways. The biggest coal mine of Asia i.e. Lalmatia is situated here. Therefore, a rail line from Lamatia to Hansdiha should be provided *via* Godda-Pariyahaat, which will benefit the residents of this district including those living in coal mine area.

Jamalpur under Eastern Railways is the oldest railway work-shop. It has manufactured all sorts of things, which were allotted to it, right from heavy crans to all other things. Now this factory is having no work. The number of employees working there has reduced to less than half. Although Standing Committee on Railways had recommended for manufacturing coaches in this factory but only repairing work has been given to it. This workshop has got trained and efficient officials and workers. Apart from coaches, Locos can also be manufactured here. Anything, which is required by the railways could be manufactured here. Therefore, the hon'ble Minister may kindly take action for the revival of this workshop.

It is a totally technical institute. Where first class and special class trade apprentices training was being provided, which has been discontinued at random. For years, I have been requesting as to why the facility of providing training in such an institution has been discontinued which has got a good building and modern equipment laboratory. There was a time, when 95 percent officials of Railway Board used to be trained here.

Therefore, you please revive this technical institution which is in the interest of this workshop and also local people and railways.

Bariyarpur Railway Station falls under the Eastern Railways, where a hospital building with an expenditure of lakhs of rupees has been constructed but no permanent doctors and staff have been deputed here for years. It has not been done after many written and verbal reminders. We asked for a part-time doctor. The Doctor was made available but the department is not ready to listen anything. Please depute permenent doctors and staff there.

*Speech laid on the Table of the House.

There is no direct train for Delhi from Sahebganj, Kuel loop line, whichever train is available from there, that starts from other station on this route. A historical train names as 'Upper India' used to ply on this route but it has been converted into Mugalsarai passenger train. If it is extended upto Delhi then it will be highly appreciated.

The Rajdhani Express may be run via Keul-Sahebganj loop line, once in a week. Alongwith this, one delux train should also be introduced on this line.

I hope the hon'ble Minister would consider over these suggestions.

SHRI ANANT GUDHE (Amravati): Hon'ble Chairman Sir, I thank the Minister of Railways and welcome the railway budget presented in the House by her. I also thank her for giving 75 percent concession to the widows of Martyres of 1999 Kargil conflict. We are celebrating 85th anniversary of freedom fighters. Now, they can travel and avail the facility of Travelling by Rajdhani and Shatabdi Express. Which is a welcome step. I also thank her for extending free travel facility to students upto class 12th which was earlier being provided to the students till the class tenth.

Besides this I want to say that the women flók in the country are educationally very backward. It is difficult for the rural women to attend schools. As higher education facility is not available in the villages therefore, they are bound to go to the cities to get higher education. I request the hon'ble Minister to provide facilities to the rural women so that they can go to the cities. Whenever I see the Railway Budget, I am always upset as there is no mention of Vidarbha in it despite Vidarbha region being the central point of the nation. If you go to any corner of the country from Vidarbha-East, West North, South trains passes from here to all directions. Passengers travel through this region but it is not being mentioned anywhere in the Railway Budget. Sir, injustice is being done to the Vidarbha and that is why a demand for separate Vidarbha is being raised for the last so many years.

Even today, if we see the Maharashtra Cabinet Ministers from every part of the state could been seen, but not even a single Minister belongs to Vidarbha. There is a Minister from Konkan, eight Ministers from Bombay, a Minister from Western Maharashtra but no one from the Vidarbha. Therefore, a demand for separate Vidarbha is being made for the last so many years. There has been a effective Government in Maharashtra in the last four and a half years and Shri Bala Saheb Thakre has alos made an announcement that if we are not able to develop Vidarbha, we will separate it. But, Cheif Minister

of Maharashtra Mr. Manohar Joshi ji during these 4½ years, has allocated lots of funds for the Vidarbha, and the demand for a separate Vidarbha is not being raised for the time being. Today all the facilities are available here but in the Railway Budget only one train has been introduced from Nagpur to Ahmedabad, which will ply once a week. A lot of passengers from Vidarbha travel to South, to Tirupati, to Gujarat and Surat but they do not get tickets due to heavy rush, despite that only one train has been introduced. We have been demanding since 1901 that there is no train from here to Amravati, Narkhed, Akola and Vardha. There are many trains for Calcutta and Mumbai but there is no train for Delhi. Therefore, if a train is introduced for Amravati, Narkhed then a lot of traffic would be there on this route. We have been struggling for this since 1901. But ony in the year 1995 this demand was fulfilled and a project involving Rs. 175 crore was sanctioned. For this project only Rs. 35 crore has been allocated for the year 1999-2000 but we need additional Rs. 50 crore for this. Earth work has been completed but the construction of culvets is still remaining. We can construct culvets at many place simultaneously but we need funds for that. We have requested for additional 50 crore rupees. But Sir, I am sorry to say that only Rs. 6 crore has been sanctioned for this rail line. I request the hon'ble Minister of Railways to kindly provide maximum funds for it in the coming supplementary budget and declare that the construction of this rail line would be completed in the next two years. It is very necessary and important railway line.

Hon'ble Chairman Sir, the other thing is that many narrow gauge rail lines are being converted into broad gauge. Dariyapur-Achalpur-Murtizapur is a narrow gauge rail line for many years now and is very important for the Goods transportation. It should be converted into broad gauge. This train passes through four-five citiles. It also passes through the Yavatmal district and heavy traffic is there on this route. There are only three bogies on this route which are always over crowded. It is requested that by the time gauge conversion takes place on this route. Four morebogies may be added to this train which is run between Dariyapur-Achalpur-Murtizapur and this eight bogies train should be run thrice in a day to handle heavy traffic and provide relief to the passengers.

Hon'ble Chairman, Sir, there is heavy reservation from Nagpur station for Mumbai and Madras and from Bandra to Tirupati. Bandra is a big station and from here we have demanded new trains for Surat and Ahmedabad and Hyderabad via Bhusaval and Vardha, therefore a new rail route may be introduced here. Hon'ble Minister of Railways has sent a letter to the Members of Parliament and conveyed the message that permission would be given to man all the railway crossings after constructing gates on these crossings provided the Members of Parliament sanction funds for this purpose from Member Parliament Local Area Development Fund.

There is such a level crossing in my city. On enquiring we found that it will cost Rs. 40 lakh. Can an M.P. give Rs. 40 lakh from his fund. I had requested to divide this level crossing into four and make separate estimates for each. We are ready to pay separately for four parts and will construct the level crossing. You have said that Railway employees are very good. I have sent a number of letters to Bhusawal, I have telephoned there, sent telegrams, e-mails but not reply was given to me by the officials at Bhusawal. If an M.P. sends a letter to them, they ignore it. They do not cooperate with MPs. How can we function under such circumstances. I have tried many times to arrange a meeting in regard to Amrawati-Badnera railway-line but nobody cooperated; If an M.P. demands something it should be met. Our demand is for construction of a railway crossing. Great difficulty is being experienced in the absence of this crossing. You should issue instructions to the railway officials at Bhusawal in this regard immediately.

Vidarbha is a backward region. Lot of clamouring is there. There is a heavy traffic on this iine. Keeping in view this heavy traffic, the new trains I have asked for, should be introduced. In my constituency the length of the railway line from Amrawati to Badnera is 10 kms. Four culverts are needed to be constructed there. You have said that funds are not available. The Government of Maharashtra should make funds available for this purpose but they do not have the necessary funds. There is a single track between Amrawati to Badnera. On Amrawati Badnera section there is a train after every hour and there is traffic jam on this route. You should issue instructions for the construction of culverts at all the four places and provide this facility. If you are no going to provide such facility then the people will have to face a lot of problems. Passengers travel without ticket in trains running between Amrawati-Badnera. Passengers travel without ticket on this route. No goods are transported from there. You can discontinue the Badnera-Amrawati rail services. If this place is handedover to the Amrawati Municipal Corporation then the local people will certainly get better facilities. Once again I want to say that Vidarbha needs much attention. With these words, I conclude.

[English]

*SHRI SANAT KUMAR MANDAL (Joynagar): Sir, I would like to mention that the hon. Railway Minister is well aware of the problems facing the Railway passengers in the State of West Bengal. I sincerely appreciate her

*Speech laid on the Table of the House.

[Shri Sanat Kumar Mandal]

efforts in this regard which has been reflected in her Railway Budget. I take this opportunity for putting forward some of the important issues of my constituency concerning the Railway transportation as under:—

A thorough survey and adequate steps should be taken to extend the Sealdah Canning Railway Station upto sonakhali not only for the benefit of the commuters but also to facilitate broad-based tourism which could attract foreigners to Sunderbans, the Mangoes forest which is unique in its kind in the world. It would result in socio-economic development of the poverty stricken people of the area.

Sir, adequate and effective steps should be taken to install the most coveted new station between Canning and Taldi Railway Stations for the benefit of the students and teachers of Bankim Sardar College as also of the local people.

For the benefit of the people of Sunderbans and its adjoining areas, a computerised reservation booking counter for long distance trains should be opened at Canning Railway Station immediately.

The above mentioned facilities may be provided as early as possible and necessary steps be taken for the real benefit and well-being of the so far neglected people of this backward area without further delay.

Hoping a sincere and yeomen's attitude from the hon. Railway Minister for the redressal of the aforesaid grievances, I conclude.

[Translation]

*SHRI P.R. KHUNTE (Sarangarh): Sir, I had to deliver an oral speech in the support of the Railway Budget but due to lack of time I am submitting a written speech. I want to congratulate sister Mamataji for giving approval to lay a new railway line from Raipur to Kharora, Palari, Balauda Bazar, Kasdole, Gidhauri, Bhatgaon, Sarsiwan Sarangarh to Baramkela via Jharsukhara in Railway Budget. It is hoped that after completing survey work within the stipulated period, local people will be provided with railway facilities by constructing a new railway line immediately.

After 52 years of independence for the first time mass leader Shri Atal Behari Vajpayee has become India's Prime Minister. After his announcement the then Minister of Railways hon'ble Shri Nitish Kumar had created Bilaspur railway zone. You have allocated merely Rs. 50 lakh in this year's budget for the said zone which is 0.5 percent of its total cost of Rs. 100 crore. As compare to this amount last year Rs. 3 crore was allocated. It is a different matter that even these three crore could not be spent. Similarly only one crore has been spent out of the estimated cost of Rs. two crore given last year to the Raipur Division apart from Rs. 20 lakh allocated for this year. Rs. 11.80 crore will be further required. When Shri Ram Vilas Paswan was Minister of Railways his cooperation was also sought.

The amount allocated in respect of all the major projects of Madhya Pradesh has been reduced in this year's budget in comparison to the previous years budget. Although Chhattisgarh region of Madhya Pradesh is going to be given statehood sooner or later. This is SC/ST and OBC dominated region. Chhatisgarh region is a rice bowl and have abundance of mines and forest resources but it lacks in railway facilities and because of this reason it is lagging behind in development. This region has 11 parliamentary constituencies out of these 8 MPs from BJP have been elected to the 13th Lok Sabha. The only now Railway line constructed in the State of Madhya Pradesh is Ramganj Mandi Bhopal railwayline. Rs. 128 crore has to be spent on the already sanctioned Dalli-Rajhara-Jagdalpur 235 kms long line but only Rs. one crore has been sanctioned for the said scheme in this budget. Similarly Rs. 5 crore has been allocated for Bishrampur, Ambikapur project which has a cost of Rs. 58.5 crores. Similarly only Rs. 20 lakh has been allocated to the Raipur division where the cost involve is Rs. 13 crore and it was allotted Rs. 2 crore in the last year's budget. It seems that Bilaspur zone has been facing bad times. After a long battle this zone was created only after the loss of properties worth crores of rupees it was given status of a railway zone due to the good offices of Atalji. You have merely allocated Rs. 50 lakh for the survival of the Eastern zone. Bilaspur had been allocated Rs. 3 crore in the railways budget during the previous year's budget. There is no mention of Railway terminal Raigarh, which was inaugurated by then hon'ble Minister of Railways Shri Nitish Kumar, in the budget. Over all, you have not paid any special attention for Chhattisgarh owing to which there is widespread resentment among the people of Chhattisgarh. You have talked about increasing of the freight charges by 5 percent, introduction of 19 new trains, extention of 13 trains, allocation of Rs. 200 crore for passenger amenities, electrification of 435 Kms. doubling of 220 Kms, employment to 1000 members of the family of the martyrs, millennium offer for freedom fighters, medical store facility on 'A' grade stations in the budget. These are all worthy of praise. While supporting the budget presented by you I want to say that since the Chhattisgarh region of Madhya Pradesh is very backward region because of the negligence of previous governments you should provide railway facility to the people of this

*Speech laid on the Table of the House.

region. It is therefore, requested that adequate funds should be allocated to the Bilaspur railway zone, Raigarh railway terminal, Raipur railway division, for gauge conversion of Dhamtari-Rajim meter gauge line, construction of Dalli-Rajhara to Bastar railway line, introduction of local train between Durg-Raipur, introduction of Raipur-Nagpur intercity express. The reservation facility in the Kerala Express running between New Delhi and Kerala from Raipur, Durg, Bilaspur has been discontinued. Railway board will earn huge profit by running it on daily basis. The reservation quota at Bilaspur, Raipur, Durg, Rajnath stations in the Chhattisgarh-Nizamuddin Express should be increased. Narmada Express which runs between Indore and Bilaspur should be extended upto Raipur.

SHRI SUKDEO PASWAN (Araria): Hon'ble Chairman, Sir I have been a Member of the Lok Sabha since 1989. I have been demanding for gauge conversion of Katihar-Jogbani railwayline but unfortunately it has not been done so far. This area falls along the Nepal border and if the gauge conversion work is carried out then thousands of tourists can visit the tourist places in India. When Shri Jaffar Sharif was the Minister of Railways, I sat on Dharna in this prohibited area being an MP. I was even on hunger strike. I was arrested and taken to the Jail. But even then the work was not done. After this, when Mr. Ram Vilas Paswan became the Minister of Railways, then too, I have met and requested him for the gauge coversion of this important railway line. Prior to this Mr. P.R. Dasmunshi has also requested for the gauge conversion of Katihar-Jogbani railway line.

SHRI RAMESH CHENNITHALA (Mavelikara): What Mr. Paswan had said?

SHRI SUKDEO PASWAN: He had said that it has been referred to the committee and will be okayed but unfortunately it has not been okayed till date. I would like to request the hon'ble Minister of Railways through you that though she has not included the gauge conversion work of Katihar-Jogbani railway route in this budget but when she would make a statement in this regard then definitely talk of giving approval to this project.

Mr. Chairman, Sir, hon'ble Minister of Railways has just come who I am requesting once again for the gauge conversion of Katihar-Jogbani rail route. I have also requested her personally by meeting her in the Rail Bhavan and I have also requested her by writing to her but no action has been taken so far on this important project. Therefore this work should be taken up on priority basis by treating it as an important work.

Mr. Chairman, Sir, foundation stone was laid by the then Minister of Railways Shri Paswan ji for Mansi-Saharsa-Farbisganj rail route. But the pace of work is not satisfactory and very slow. Our MP from Saharsa Shri Dinesh Chandra Yadav has worked very hard for it but it seems that this work is not going to be completed even in the next 40-50 years. I would request you that as early as possible, within 2-3 years the work on the Mansi-Farbisganj rail route should be ompleted. Similarly, the then Minister of Railways Shri Paswan had given orders for survey work via Araria-Raniganj-Bhargama-Triveniganj-Supaul but that survey work is pending as it is. Therefore I request you that survey work relating to the Araria-Supaul railway line should be conducted without further delay and work should be started. Similarly survey has been conducted for the Sirmaha-Khawasa-Kursakata to New Jalpaiguri but no work has been started on that line.

Mr. Chairman, Sir, I want to say some important things about railway passengers to hon'ble Minister of Railways. The poor railway passengers who go to Delhi, Punjab and Haryana for jobs. The GRP men extort money forcibly from them despite their having valid tickets.

KUMARI MAMATA BANERJEE: The GRP is under the state government.

SHRI SIKDEO PASWAN: If we do not tell you than whom we will tell. You should do something to check the exploitation of the poor. In every train there is one bogie for labourers and they are accommodated in this bogie in such a manner which is not suitable even for cattle. So one or two more bogies attached in every train for them.

The train to Guwahati from New Delhi runs three or five days in a week. I request that Rajdhani Express should run from New Delhi to Guwahati on daily basis. When there is an agitation in any state trains reach to their destinations 24 hours, 36 hours late. I want to request you that train services should definitely be spared from such kind of agitations....*(Interruptions)*. An all party meeting should be convened and a consensus should be reached on this issue so that train services should not be affect by this sort of agitations.

SHRI PRIYA RANJAN DASMUNSHI: Those who indulge in such things should not be given tickets in the elections.

SHRI SUKDEO PASWAN: Sir, the SC, ST backlog in various Ministries and railways till date should be taken care of seriously and special attention should be given to fill up these vacancies without any delay. Mr. Chairman Sir, you have given me time to speak, I must thank you for this.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): Sir, since the House will be sitting late today, arrangements have been made to serve dinner to the hon. Members, friends from the Press and staff.

Dinner will be served to the hon. Members, Press and Officers in Room No. 70 from 8.00 p.m. onwards.

For the Staff on duty including security personnel, dinner will be served in Room No. 73.

*SHRI P.S. GADHAVI (Kutch):

Respected Kumari Mamata Banerjee,

First of all I congratulate your goodself for presenting Pro-people Railway Budget this year

I am submitting hereunder some problems concerning to my constituency i.e. Kutch district (Gujarat) on Western end of our country.

Gauge conversion work between SAMKHIYALI to PALANPUR requires to be expedited because this section is very much important fropi the defence point of view and also from the point of view of commerce and trade to join Kandla major Port with Delhi and other parts of North India directly.

Frequency of the train connecting Gandhidham from Delhi requires to be increased minimum 5 times a week, because large number of defence and par-military personnels and people from North India stay in Kutch. Facility of II A/c & III A/c and first class be provided in this Train.

Long distance express trains viz. Howrah-Ahmedabad, Cochin-Ahmedabad and Chennai-Ahmedabad should be extended from Ahmedabad to Gandhidham.

Recently introduced new train from Dehradun-Okha may be diverted to Bhuj-Gandhidham three days in a week, so that long demand of people from my constituency can be satisfied for going to pilgrimage Haridwar and North Indian places.

Gauge conversion between Bhuj to Nalia be undertaken, as this section is very much important for the defence personnels.

*Speech laid on the Table of the House.

For giving new train to the people of Kutch instead of merging two trains namely inter-city between gandhidham-Vadodara and Sayaji Express between Vadodara-Mumbai one special train between Bandra and Bhuj should have been given because inter-city train between Gandhidham-Vadodara is very much useful to the people of Kutch for going to Ahmedabad and Vadodara and similarly Sayaji Express is also very much useful to the commuters between Mumbai-Vadodara.

New Railway line work should be started between Gandhidham to Nalia via Mundra and Mandvi. Survey work of this section is already been done and buditet provision was also made before seven years. This work should be incorporated in budget this year. This railway line will connect three ports i.e.Kandla, Mundra and Mandvi and it is also important for Defence.

Frequency of extension of Pune-Ahmedabad Express to Gandhidham should be increased minimum three days a week instead of one day a week.

Frequency of Rajdhani trains between Delhi-Ahmedabad via Jaipur and Ajmer should be made daily instead of three days in a week as at present.

I therefore request your goodself to consider my above suggestions and do needful.

*SHRI HARIBHAI CHAUDHARY (Banaskantha):

Congratulations to Hon'ble Railway Minister for Railway Budget 2000-2001. Thanks for introducing new four trains but my following demands are:

To reintroduce train services on broad gauge line as per the timings of meter gauge.

To introduce a new intercity service between Palanpur-Ahmedabad-Palanpur route.

To re-introduce train services of train No. 990319904 on meter gauge as per its old timings.

To extend the train No. 41142 which is at present running between Mumbai and Ahmedabad upto Palanpur.

To extend the Valsad-Ahmedabad passenger Train Nos. 39/40 and 49/50 upto Palanpur/Abu Road.

To run a convenient train on meter gauge line for daily commuters/office goers.

To introduce a new train service between Palanpur-Surat-Palanpur

*Speech laid on the Table of the House.

To arrange for stoppage of more trains at nearly stations for the public who are inhabitants of surrounding places of Sidhpur, Unjha and Chappi.

To allot reservation quota for the commuters of Chappi at Palanpur in the Jaipur-Bandra Express Train.

To speed up Broad gauge conversion between Palanpur & Gandhidham.

To joint one bougee in 970819707 for pass holders

To give facilities to Santaipur Salt Manufacturers

To give rack facility at Palanpur railway station for fertilisers

To increase reservation quota at Deesa & Radhapur

To equip Palanpur station 'A' Grade.

To give stoppage of Rajdhani Express at PALANPUR.

[Translation]

SHRI ALI MOHD. NAIK (Anantnag): Mr. Chairman, Sir, trains are a new thing for the people of the state of Jammu & Kashmir and the beautiful vally of Kashmir. We have not seen trains in our region so far. The people of Jammu & Kashmir have one complaint against the Delhi Government (Union Government) that they are being overlooked in every sphere of life, whether it is a question of roads or anything else. Only one road connects the Jammu & Kashmir from rest of the country and road leading to Laddakh from Srinagar remain closed for six months. The Government of India have decided to connect National Highway No.1 with every road. This is a good step.

But the work on it is being started from Karnataka and not from Kashmir. The distant part of the country and, where there is no road, still, we are being ignored. After improvement in the situation in the militancy-torn Punjab a package was given to them but so far no package has been given to the state of Jammu & Kashmir. A special package for North-East is there in this budget so that more infrastructure can be created there but there is no such package for us despite our demand for the same. Not only this, we have two rivers Chenab and Jhelam, Government of India entered into an agreement with the Government of Pakistan and right over these rivers was given to Pakistan and the people of our state were deprived of the facilities they enjoyed from these rivers. No facility was given to our state in lieu of it *[English]* with the result that in spite of the fact that we can generate thousands of megawatts of power, we are not in a position to do it.

[Translation]

The state of Jammu & Kashmir has a special status. Till 1991 we have been given 30 percent as loan and 70 percent as a grant. When we asked about our fault then in 1991 the Government of India admitted that we should have been given 10 percent as loan and 90 percent as grants. Which we have not received during the last fifty years. Our contention is that when the Government of India admits that then why could this not be implemented from the retrospective date. As far as employment of people of the Jammu & Kashmir in Central services is concerned, I want to know from the Government of India that how many of our youths are appointed in the Central services in fifty years of independence.

As far as agriculture is concerned, the Government of India has assured that it would bear all the freight charges when the fertilizer is sent to block headquarter from the Railway Station head to maintain its uniform rate. But when we ask for the payment on this account they refuse to make any payment. We are facing this problem ony. But what I want to say is that I am mentioning such point, because we are being ignored everywhere. Due to this, the doubt has been created in the mind of the people.

I would like to say a few words about the Railways. In 1981-82 when Smt. Indira Gandhi was the Prime Minister of India, she had given orders to construct Jammu-Udhampur 90km long railway line. Today, I would like to ask the Government of India as to how many km. of railway line they have constructed during the last 20 years. You have not even constructed ten Kms. long railway line despite the fact that there was no hilly area to be cleard for the purpose. Besides the Government had also decided to construct Jalandhar-Jammu double railway line. I would like to ask the Government of India whether it has done any survey and invested any money in this regard. For god's sake you should reply this atleast. You have taken a decision to construct Jammu-Udhampur-Srinagar-Baramulla railway line. I would like to ask the hon. Lady Railway Minister whether any work has been done in this regard. Two Prime Ministers of India visited my area. Both laid foundation stones for laying railway lines. I would like to ask where these foundation stones have gone. I do not find them anywhere. First Shri Devegowda had come. Then Prime Minister Shri Gujaral paid a visit. We all celebrated the occasion. The people started coming to Jammu with a hope that new train would be introduced soon. But nothing has been done so far. I would like to know from the Minister where all these foundation stones have gone.

18.40 hrs.

(DR. LAXMINARAYAN PANDHYA *In the Chair*)

Mr. Chairman, I would like to say that the Minister of Home Affairs visited Srinagar and a meeting was held on 24th August. I would like to tell something about it.

[English]

On 24th June, 1998 a meeting was held at Srinagar under the Chairmanship of the Home Minister of India, Shri L.K. Advani. In that meeting, the Railway Minister informed that there are two projects concerning the Railways in the States. As regards Jammu-Udhampur Railway link, an outlay of Rs. 45 crore has been made during the current year as against the expenditure of Rs. 30 crore during the previous year. This Project would be completed in two years as per schedule.

[Translation]

Today, I would like to ask the Railway Minister who also attended the meeting as to what she has done though she had promised to complete the task in two years. She has not constructed even a single meter of the railway line.

[English]

As for the Udhampur-Baramulla Railway Line, the Railway Minister informed that it is a big project at an etimated cost of Rs. 2500 crore and it was decided that the project would be treated as a 'National Project' and the funding would be provided outside the Railways' Plan. Although separate funds were not earmarked the Railways had provided Rs. 70 crore during 1997-98. During the current year, a provision of Rs. 75 crore has been made by the Railways. It was also agreed that the project could be completed in stages with the Udhampur to Katra and Qazigund to Baramulla sections being completed by the year 2000.

[Translation]

You had mentioned to complete it by the end of year 2000. I would like to ask if you have constructed any railway line. Not a single yard of railway has been constructed during the current year 2000. Though you had mentioned to complete it by the year 2000.

[English]

Regarding doubling of the tracks from Jalandhar to Jammu, the Railway Minister informed that the proposal was sanctioned in principle and the clearance from the Cabinet is required. It was stated that the survey work in Jammu-Poonch, Baramulla-Kupwara and Udhampur-Doda-Bhadarwah would be completed by 1999.

[Translation]

I want to know the outcome of such meetings. Shri Advani ji accompained by the railway Minister and Finance Minister and myself had attended that meeting. At that time. I was Minister there. We all took some decisions and we told the people of that area that some decisions had been taken that such and such line would be completed by the year 2000 and such and such railway line would be completed by the year 2001 and that such and such line would be doubled etc. But nothing has been done. You should answer all these things. Why are you toying with us.

[English]

We have this grievance against the Central Government for the last 50 years. We are being ignored in every sphere of life and in every sphere of activity. We are not being given what is due to us, with the result the people have a grudge against the Central Government.

[Translation]

I do not say the fault lies with the present day government. This is not the fault of his Government. Rather it is the fault of your Congress Government. The Congress Government ruled the country for almost 50 years.

[English]

MR. CHAIRMAN: Please conclude now.

[Translation]

SHRI ALI MOHD. NAIK: Sir, I am telling the truth. This is your fault, no matter who has committed the wrong.

[English]

MR. CHAIRMAN: Please conclude now.

[Translation]

SHRI ALI MOHD. NAIK: I request the Government of India, all the political parties and even the opposition that they should not add fuel to the fire for the people of Kashmir. Understand the problems of the people. Do not entice us....*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go on record.

*....(Interruptions)**

[Translation]

SHRI ALI MOHD. NAIK: Two PM's visited there and laid foundation stones. I have no complaint against Mamataji....*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing is going on record.

*.....(Interruptions)**

[Translation]

SHRI ALI MOHD. NAIK: I am thankful to you for rest of thing. I want to tell about the real situation in the country before the public. Thanks.

+SHRIMATI SUSHILA SAROJ (Misrikh): Sir, I congratulate the first lady Railway Minister Kumari Mamata Banerjee for presenting the railway budget.

The railway budget presented by Kumari Mamata Banerjee may provide relief to the general public with the fact that there has been no hike in fare but it cannot be hoped that the bad condition of Indian Railways will improve in anyway. She has made some attracting announcements in this railway budget like the facility of travelling by train free of cost being provided to the 10th standard students would also be extended to the girl students of 12th standard. The 75 percent relaxation in the fares of second class and sleeper class has been given to the widows of those killed in Kargil. The travelling by Rajdhani and Shatabadi Express free of cost once in a year to the freedom fighters will continue for the next financial year as well. An announcement of starting scheme of Millenium Card worth 10 thousand rupee per annum has been made to provide guaranteed reservation facility for the first and second air conditioned class. But this has not been kept in mind as to what kind of impact it will have on the extension schemes of the railways. This will rsult in the increase in the amount of subsidy being provided to the Commuters in the fares and this would adversely affect the financial position of the railways. Introducing 29 new trains, increasing the frequency of five trains, extending the railway routes of 13 trains, the provision of Rs. 200 crore for passenger facilities, bringing 'A' category stations under the purview of Ideal station and the proposal of introducing Computerised reservation system at 80 new stations are inadequate to meet the requirements and facilities of railways. The plan outlay of Rs. 11 thousand crore for the railways is 23 percent more than that the revised outlay for the current financial year.

The provisions made for the gauge conversion and laying of the new railway lines are inadequate because there is anurgent need of extending the railway network in the country. The plan indicated in the budget will not meet the requirements of the railway traffic. To make the train journey comfortable is the first duty of the railway administration, but the passengers are always given false promises in each budget. Railway Minister Kumari Mamata Banerjee has also done the same thing. There is a need to pay special attention to check the train accidents and provide security to the passengers, this can not be done by making popular announcements. The Minister of Railways will have to increase its resources for this purpose.

The Ministry of Railways had issued the 'Status paper' in May, 1998 and the 'White paper' in July 1998 on the condition of railways. Both these papers amply reflect on the basic problems of the railways. The safety of trains and employees, payment of salaries and allowances of the staff, free rail journeys, introduction of new trians, complete control over big vendors, continuously launching of new schemes and creation of six new zonal headquarters have worsened the situation further. The financial burden of the railways has been increasing. We hope that in the first year of the new millennium 2000, the railways would take the effective steps to check the financial deterioration of the railways.

The holy place of pilgrimage Nemisharanaya which is located in this Parliamentary constituency has its own speical importance in the whole country. L.V.M. Train service is available from Varanasi to Balamau junction. If this train is extended from Balamau station to the holy place of pilgrimage Namish and upto Sitapur then lakhs of devotees of the country can make direct to and fro journey from Varanasi to Namisharanaya. It is pertinent to note that all three holy places-Namisharanay, Mishrikh and Varanasi can be linked by the L.V.M. train service.

We hope and trust that she would move forward to translate the dreams as reverberated in the poem of Guru Ravindranath Tagore into reality which she recited while concluding her budget speech and this would certainly help achieve round development not only to the railways but also of all the citizens of the country.

*Not recorded.

+Speech laid on the Table of the House.

[English]

*SHRI RAM SINH RATHAWA (Chhota Udepur): Respected Sir, I would like to take part in the Debate pertaining to the Ministry of Railways to the Hon'ble Minister of Railways Ms. Mamata Banerjee on 14.3.2000.

Categorically the points to be raised are as under.

THE PRATAP NAGAR (DISTT. BARODA, GUJARAT) CHHOTA UDEPUR NARROWGUAGE RAILWAY LINE which is under renovation since last year. This railway line needs further upgradation into broadguage, specification of the time period of the completion, of the renovation work and start of the railway service in this line.

ANKLESHWAR-RAJPIPLA RAILWAY LINE which is not providing any railway service since years. What are the plans of the concerned ministry regarding the restarting of the railway services in this line.

SAYAJINAGARI EXPRESS which has been extended in its route further from Baroda. The complications and discomfort to the commuters due to all time over-croweded train will grow further. Hopefully an extension of number of coaches or another parallel train in this route will simplify the required needs.

THE BARODA RAILWAY STATION has been considered as a project to develop it into a MODEL railway station. What are the plans regarding this specifically, the facilities an aminities to the commuters, the time period to start this project and the projected time period of its completion.

*DR. V SAROJA (Rasipuram): Sir, I would like to request the hon. Railway Minister to consider the long pending demands of the people of Salem, Namakkal, Korur, Periyar and Coimbatore districts.

A separate railway division with Salem as the headquarters may please be provided. The Southern Railway Palghat Division which extends from Mangalore to Jalarpet is not very convenient for the people of the above mentioned districts. Salem is an important industrial centre. It has malco and agro based industries and many professional educational institutions. Due to the importance of this area, recently Salem to Cuddalore line via Virudachalam has been converted from metre gauge to broad gauge. A large number of trains are running on this route. For Karur-Salem railway project, which is an on-going project, and for Cuddalore-Salem gauge conversion project, practically on fund has been allocated in this Budget. Both these projects are running through my parliamentary constituency. Moreover, all these schemes are inter-linked and inter-dependent.

*Speech laid on the Table of the House.

The Mohanur railway bridge will be the second largest railway bridge in India. It is located in my constituency. But the work has come to a standstill absolutely.

My district headquarters Namakkal connects North India and South India from the transportation point of view. Salem connects Bangalore, Coimbatore, Karur and Cuddalore. Therefore, allocation of funds may kindly be made considering the importance of the aforesaid schemes.

Sankari Durg in Salem district is my birthplace where passenger amenities like protected drinking water, tea stall, TV and proper retiring room may please be provided. There is no announcement system in the railway station. Due to the lack of a foot-over bridge, senior citizens, school children, and labourers are all put to a lot of inconvenience.

Modernisation of Coimbatore railway junction and Trichy railway junction is of utmost importance from the point of view of passengers.

Railways in Tamil Nadu bring laurels to the Ministry of Railways as a whole. I would therefore request you to provide for a Centre for Excellence in Sports at Chennai.

As regards medical facilities in the railways, my suggestion is that a lady doctor may be posted at all centres, so that general medical, gynaecological and obstetric problems can be managed on the spot.

[Translation]

*SHRI JAIBHAN SINGH PAWAIYA (Gwalior): Mr. Chairman, Sir, I, through you, am submitting some suggestions relating to railway budget for kind consideration of the hon. Railway Minister which is about the Gwalior region.

The ongoing new railway project from Guna to Itawah has so far been completed upto Nonaiya section in Bhind district. The provision should be immediately made to link it to Itawah.

The reservation quota for as many as 19 trains has been withdrawn at the Gwalior railway station. The reason for this has been attributed to it being linked with the Internet and that the reservation quota at the nearest railway stations of Agra and Jhansi is available. The reservation quota for Gwalior should be immediately restored so as not to prevent Gwalior city from its legitimate right.

*Speech laid on the Table of the House.

There is no stoppage of trains coming from the east and south side at Dabara railway station in Gwalior district though Dabara is a big businees centre. Therefore, the stoppage of Punjab Mail, Lashkar Express, Jhelam Express and Chambal Express be made available at Dabara station.

SHRI SATYAVRAT CHATURVEDI (Khajuraho): Mr. Chairman, Sir, I have risen to put forth my views on the railway budget for the year 2000-2001 introduced by Hon'ble Railway Minister. The entire House is well of the fact that whosoever is there in the suddle in the Ministry of Railways, has some limitations in view of pervailing economic conditions in the country. It is not possible for anyone to go beyond them. Therefore, if we find that the hon'ble Minister has not fulfilled all the expectations, we had from her, then it could be understood that it is in view of her limitations and financial constraints. However, the entire House would like to modify and streamline the functioning of the Ministry of Railways otherwise we would not be able to fulfil the wishes and aspirations of the masses in the years to come.

Mr. Chairman, Sir, I would like to start my speech with these lines:

Ho Gayee Peer. Parvat see, Phighalani Chahiya
Is Himalaya se Koi Ganga Nikalani Chahiye.
Sirph Hangama Khada Karna mera Maksad nahin
Meri Koshish Hai ki yeh Surat badalani Chahiye.

Sir, I directly come to this year's budget. A provision for 11000 crore of rupees has been made in the proposed budget. Out of this amount of 11000 crore of rupees, the Ministry propose to mobilize 3,688 crores of rupees from the market on loan basis. Our experience of past few years shows that we have never been able to meet the target of loan mobilization from the market. Therefore, I am quite apprehensive whether the amount of 11000 crores of rupees would be actually spent or not?

As stated earlier, upto Fifth Five Year Plan, the Railways used to get 75 percent budgetary support from the Government. Thereafter, it has been declining. Last year 1999-2000, the budgetary support received by the Railways from the Government was 26 percent. If we cast a look at the total layout for this year, it works out to be only 18 percent. The continuous decline in the budgetary support is a matter of concern. This is more so because the Government have thought that department of Railways should be run as a commercial venture. It will have to fulfil its requirements through the dividends. However, this a wrong approach. We all know that the departemnt of railways plays a very important role in the Industrial development and economic growth of the country and it also helps in achieving social integration. Under these circumstances, it can not be run with a profit motive only. But it does not mean that we should bear it for ever.

This, year, we had expected that the Railways would get higher budgetary support and if the Railways strive to realise the prescribed targets this year, then it would require 40 percent budgetary support.

The Khanna Committee had made some recommendations to avert rail accidents and ensure safe rail journey in the country. If these recommendations are to be implemented which includes gauge conversion, improvement and innovation of signal system, replacement of old bridges etc. would require five thousand crores of rupees and a time period of five to seven years. But the budgetary support of only three thousand crores of rupees has been made available. I have serious objection to it and I critise the Finance Minister for this. The Finance Minister should have considered over it. 50 percent of the total revenue of the Railways is spent on salaries and allowances. With the implementation of the recommendations of the Fifth Pay Commission, this expenditure would go upto 5 percent. The rail operation ratio i.e. the ratio between income and expenditure is likely to go upto 99 percent. Which means the department of Railways will have one percent saving only. and that too when the due payments of an amount of Rs. 1500 crore which were to be made to other departments, was made accordingly. Thereafter, this is the condition. If that is included then, it would be on the deficit side. The hon'ble Railway Minister has also admitted it and it is likely to hamper the development process.

I would like to draw the attention of the Hon. Minister particularly towards the ratio of income earned and expenditure incurred on the passengers' traffic by the Railways—somewhere it is 60 in the passengers' traffic and 40 in the goods traffic and at other places income from the passengers traffic is 28 and from the goods traffic, it is 72. Actually, what is happening, the income earned from the goods' traffic is utilised for providing subsidy and in a way cross subsidy is being provided and as a result of which the viability of the Railways is negatively affected. I know that it will not be possible to do away with the cross subsidy altogether but it should be gradually reduced and both these units—the goods traffic and the passengers traffic—should be restructured, these should be made independent of each other and there should be a provision of administrative control over them.

Our some other colleagues have also said that the Railway Board is proving to be a white elephant. If you

[Shri Satyavrat Chaturvedi]

cannot tackle with this white elephant, it will be very harmful to the government and the Ministry. You have two options only—either deal with it firmly otherwise the unproductive and unnecessary expenditure which is being incurred is not going to benefit either the Railways or the rail operations of this country. That will not affect the railways or its operations. It should be avoided. It will be very beneficial.

I would like to point out one thing. After that I will come over to the problems of my constituency. I have conducted a comparative study of the position of the road and the railway transport and submit some figures here. The consumption of energy in the Railway transport is 1/6 than the road transport, it means this expenditure on transport could be reduced. The national expenditure could be reduced and the requirement of land for construction is 1/4. The requirement of land for laying rail lines is 1/4 than that of in the construction of roads.

On the expenditure incurred on the construction work of one kilometre of road will be more than that of laying of one kilometre of rail line. Similarly, so far as the question of environment is concerned, the railway journey is eco-friendly. If we keep all these thins in view, I think that the railway transport should be given more encouragement. But what is happening is that this Government has made a provision of Rs. 54 thousand crore for the National Highway Project, it is a welcome step, roads are also needed, we can't deny that, we are happy. But the point is if you could provide Rs. 54 thousand crore to them why could'not Rs. 10 thousand crore be alloted to the Railways which is the biggest means of transport in this country? What does it mean, its meaning is very clear that our Government is giving encouragement to that wing due to its wrong priorities, which will become competitor of the Railways in future and this will lead to further fall in the income of Ministry of Railways. Therefore, I would like to say that the national highways should definitely be constructed in the areas where these are not already constructed but this should not be done at the cost of the Railways.

Finally, I want to give some suggestions to the hon. Minister about my constituency, if any of them, you think is useful, kindly pay attention towards that, otherwise I leave it to your sweet will. Infractions expenses will have to be cut down by increasing efficiency in the proper conduct of rail traffic. This is one aspect where you have to be strict, and I know you are capable of doing so. The second thing is that the commercial use of Railways assets and properties should be done to augment resources and means of income but at the same time ownership rights to such properties must be retained by the Railways. These properties should not be leased out nor transferred to the private sector.

There is anomaly in the fares of the long distance trains and it should be rectified. The rate of fares is more for short distance journey, whereas at the same time for the long distance journey the fare-rate is reduced after every 500 k.m. It is further reduced after 1500 k.m. And it is further more reduced when the distance is about 3000 k.m. What I want to say is that the concessional rates provided for the journey from 1000 to 1500 k.m. should not be reduced further. It should not be further reduced. And this move could reduce to some extent the decrease in the income earned from the passengers on this account.

Finally, I want to bring to the notice of the Hon. Minister one thing about my constituency. Just now one of our collegues. Acharya ji has said that Rs. 35 crore has been alloted for his constituency. I congratulated him. But we have not received even a single penny even after 52 years of Independence. I want to express my gratitude to the Hon. Railway Minister for laying the foundation of a railway project by the Hon. Prime Minister in my constituency. All the people of my area want to express their gratitude. In fact, I am afraid that if she has become so popular there. This likely implementation of a railway project had a good impact on people of my area. But I will do say that though this project is going to cost Rs. 925 crore, yet only Rs. 5 crore has been allocated this year. If we do the construction work with such a pace, Mamataji, I can afraid that my 10th generation would be fortunate enough to travel by trains under the said project. Therefore, I submit that if more is not possible this year, at least, I know that more expenditure is not possible in this first year, I know about your constraints. But despite that I want to say that if you really want to undertake that work for which the Hon. Prime Minister laid the foundation, it becomes your responsibility to maintain the dignity of his offices, honour and credibility. In view of it, at Rs. 25 crore should be allocated this year for that work. In the next years, when the infrastructure or basic work is completed, the pace of the work could be accelarated. I want to draw your attention towards this thing only. Besides, I have to give two minor suggestions.

19.00 hrs.

SHRI RAMANAND SINGH (Satna): It should be decided right now and the Hon. Railway Minister should tell us about the time by when the Lalitpur-Singarauli line would be completed and in how many years a project costing Rs. 950 crore would be completed by giving Rs. 5 crore each year?

MR. CHAIRMAN: Please do not discuss with each other. Please sit down.

SHRI SATYAVRAT CHATURVEDI: I am concluding. In her railway budget speech, the Hon. Minister has said that she is going to introduce a new train from Lucknow to Bhopal. We welcome this step. I have to make a request in this regard if the above train goes via Banda, Harpalpur to Bhopal instead of via Jhansi, this will certainly benefit the people of the entire Bundelkhand. The Tulsi Express Plies on the Manikpur line. I had requested to provide a stoppage of this train at Niwari and secondly it should ply thrice instead of twice in a week.

The Mahakaushal, Bundelkhand and the Gwalior-Howarh Express, all these trains pass through Harpalpur station. All the tourists have to board on trian from there, for going to Khajuraho and coming back from there. You yourself can ascertain that there is no reservation quota for A.C. and first clas coaches for these foreign tourists from the Harpalpur station. They remain starmded there. Therefore, the reservation quota should be allotted in certain trains from that station also. And the train from Bhopal to Lucknow should be diverted via Bandi.

The Railway Budget which you have presented, despite my some reservations, I consider it a good budget and I congratulate you for making this courageous effort.

[English]

*SHRI MANUSKHBHAI D. VASAVA (Bharuch): Sir, I would like to take part in the debate pertaining to the Railways Budget presented by the hon. Minister Kumari Mamata Banerjee on 14th March, 2000. I would like to categorically raise the following points.

The Kosamba-Umarpada railway line is not working may years. Please furnish the plan to start this line in the current year specifying the timeframe.

Ankleshwar-Rajpipla railway line is not providing any railway service for many years. What are the Plans of the Ministry to restart railway services on this line?

Sayajinagarji Express route has been extended further from Baroda. Because of this there are many complications and discomfort to the commuters as this train is overcrowded all the time. Hopefully increase in the number of coaches or another parallel train on this route would meet the required need. Extension of the route of this train has caused more overcrowding of the already overcrowded coaches. Secondly, students, industrial employees and workers are not able to reach their destination on time.

Awadh Express should be given a stoppage at Ankaleshwar railway station. This area has a populaton of over fifty thousand people from MP, UP and Bihar. It has been a long-standing plea of the people of this area to make Awadh Express stop at Ankaleshwar.

*SHRI SUDIP BANDYOPADHYAY (Calcutta North West): I request the hon. Minister to introduce intermediate class in between AC 3 tier and ordinary 3 tier sleeper class to mobilise more resources. I have already submitted detailed proposals to the Ministry.

Sir, the Railway Ministry has twenty-six General Managers. But there is no representation from Signal and Telecom (S&T) Section who are fully involved with the safety of the Railways. These Engineers have grievances in their minds and their memoranda have never been responded by the Railway Board. The present Railway Minister may kindly consider the proposal with priority for the interest of the Railway Department.

I request the hon. Minister that the circular Railway stations of Calcutta, namely, Baghbazar, Sovabazar and Burabazar be declared a model Railway Stations.

Sir, the timing of Gangasagar Express be changed as per many representations already submitted to the Railway Minister.

Sir, this Budget has a positive direction, imagination and it is a pro-poor budget. This budget has been appreciated by all sections of the people of this country. We frimly believe that budgetary support is to be provided and at least Rs. 16,000 crore more may be provided in the proposed plan outlay from the General Exchequer. This Department is to be given importance next to Defence Ministry. I demand from the Government of India immediate grant for urgent safety requirements.

The rail sector needs to be extended the same level of attention, support and commitment as being extended to National Highways Development Project in view of the Railways being more energy efficient, eco-friendly and more suitable for long leads in a country of sub-continental dimension as ours.

Sir, West Bengal is deprived after Independence and it is the worst sufferer of the regional imbalances. A few new proposals for the development of Railways in West Bengal is the proper reflection of the sentiments of the people of West Bengal.

*SHRI ANANDA MOHAN BISWAS (Nabadwip): Sir, I rise to speak in support of the Railway Budget 2000-2001 presented by Hon'ble Railway Minister Kum. Mamata Banerjee. I must congratulate her for courage and conviction which she carries by birth to depart from the

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Shri Anand Mohan Biswas]

redundant traditions and conventions which have become obsolete and lost their relevance. The progressive approach is appropriately reflected in the Railway Budget which was always taken for granted as increase in fare, more costly journey to passengers. I want to share a joke and popular perception. Whenever the media person asked the commonman what is the Railway Budget the immediate reaction of the people to whom this question was addressed were that Railway Budget means more cost on tickets for railway journeys. Now this healthy departure from the traditional approach has been very warmly greeted by the people who understand the feelings and aspirations of the people. It appears that making a criticism even for the best thing has become a profession of certain socalled intellectuals. This healthy departure from traditional approach is only possible for Railway Minister because she is coming from common men and knows and understand the feelings of commonmen very well.

I share the concerns of the Hon'ble Railway Minister of decreasing the capital support from the general exchequer which has come down such a low level of 18% for the last 2 years. I am concerned that Railways are a lifeline of the Indian economy and if they are not given the capital support from the general exchequer the consequences may be disastrous for country as a whole and Indian economy in particular. Rail is the principal mode of transport in the country and it has to play the effective role in future also as played from its inception for last 148 years. If the capital investment is not allowed for modernisation of the Indian Railways it may lag behind and the masses may not be in a position to avail the benefits of updated technology which is the need of the time. The modernisation is needed in the situation when import liability of the oil is increasing and road transport is not fuel efficient. The effective curtailment of the import of the oil can be curtailed by more reducing dependence on the road transport system and Rail mode transport is allowed as prime mode which is cheap best mode of transport in comparison to road transport.

I must congratulate our Hon'ble Minister, Railwaymen and Railway officers who have given a thought to find a non traditional sources of revenue which has not been tapped at all and thereby increasing the financial viability of Indian Railways. It is well within our knowledge that Indian Railways can effectively use the land and it vast air space available all over the country particularly metropolitan town like Mumbai, Calcutta, Delhi, Madras and other towns in collaboration with the private sector and entrepreneurs who are ready to invest in this field and sharing the profits so arise.

I must congratulate new vision of Railway Minister who has seen the vast possibility of developing and modernisation of Indian Railways Telecommunication system not only to serve the purpose of Indian Railways but nation as a whole and thereby provide the services to the telephone operators internet services provider and connect the remote India and distant corners of the country from Kanya Kumari to Kashmir from East to West. This is more possible with an active cooperation of ex Railway Minister now Telecommunication Minister Shri Paswanji who always feels oneness and closeness with the Railway organisation being a ex Railway Minister and knows the pulses and feelings of the Railwaymen as our present Minister. This combination of Railway Minister and Communication Minister can produce the excellent results in this field.

I entirely share the anxiety of Hon'ble Railway Minister who has inherited situation in which 15,000 crores rehabilitation overaged assets are required to be done. It is not an easy task, it requires a massive investment. This is a national task, therefore, cutting across the line of departmentalisation in ministerial attitude, we have to take a national view on the matter and enhance the investment in this field.

I must congratulate for the new innovation of Hon'ble Minister in safety area like walky talky sets, Route Relay Interlocking, Colour Signalling which will help in controlling the accidents and enhancing the safety of the travelling public.

I must share my concern for law and order problem faced by Railways which is a subject matter of State list a State liability but Railways are paying the cost of the police provided by State though States are constitutionally requires to discharge the functions assigned to them. In this regard liability of the Railway is to the extent of 178 crores to be paid for which budget provision have been made by the Railways under Demand No. 12. The basic question arise why Railways bear this expenses when constitutionally are assigned function of State and are required to be discharged by them only. This has to be thought of and deliberated in this House. In any State fail to safeguard the Railway properties than they should pay compensation to Railways. Railways share the cost of the GRP, they must have controlling device of GRP in their hand. I am told even some of the states are unable to provide the sanctioned strength of GRP force but raise bills for sanctioned strength.

I must share with her my concern about the one area which requires a concentration and improvement. This is area where compensation claims are paid by the Indian Railways. The actual expenditure for 1998-99 had been Rs. 213 crores and budget provision has been revised for 1999-2000 to the extent of Rs. 225 crores and for 2000-2001 Rs. 224 crores. This indicates that

the ratio between the compensation claims paid by Indian Railways and gross earnings is not very faourable and comparable with the world over railway system. Internal tightness and vigil is required to shift the emphasis from watch and ward system to modern electronic, gadgate like video cameras which will be a better system to prevent the pilferage, thefts at a goods sheds, parcel sheds and better monitoring facilities simultaneoulsy can also detect the extremist/terrorist mischief as Railways are the first target of these elements for which we Railways have to bear the adverse publicity as well as financial losses.

I must congratulate the Minister's new approach for attracting the small load traffic which has been descarded by the earlier management of the Railways, though it is a high value traffic. Appropriate schemes are required to be prepared in collaboration with the road transporter with railways as some of the schemes earlier prevailing known as freight forwarder for which road operators can willingly come forward. The only thing which is required is the pragmatic approach free from the bureacratic redtapism and finalising the things on the single window instead of asking them to run from pillar to post or from one department to another department which discourages private enterpreneurs. These arrangements are required to be for long term arrangement so that road transporter may be encouraged to make a capital investment for infrastructure which they may need for handling the fast traffic and the same will be a mutual interest of the Railway and the collaborative partners of Indian Railways.

On the passenger sector also I suggest that Hon'ble Minister may kindly consider a approach which may not be highly appreciated by public representatives because a large number of suggestions under the pressure of people are made for providing the stoppages of high speed trains. This results in the slowing down the superfast trains and thereby losing the Railway times available for transportation on goods trains. I hope that Hon'ble Minister may not yield to such request which are generally made though it may create a impression that MR is tough.

There is a area which causing a heavy leakages in the passenger revenue earnings particularly certain States where ticketless travelling is rampant and Magistrate checking is not being done frequently due to the fact delay in posting the Railway Magistrate due to which posts are kept vacant for months/years together. Sometimes a State Government is not in a position to provide adequate supporting state police which is needed for conducting these checks.

A new approach is required to be considered particularly that the fines which are imposed by the Magistrate should come as a railway revenue because for conducting these checks total expenses of Magistrate checking is borne by the Ministry of Railways. Therefore, it will be appropriate that by suitable amendment of the relevant provision of law, the fine so imposed have to go to the Railway as a railway revenue. It is also necessary that the effects of such likely revenue may be generated in past 3 years may indicate trends of likely revenue to be generated.

I must congratulate the Hon'ble Minister's approach towards concern for weaker sections which are constitutionally known as backward classes consisting of SC/ST & OBCs besides the physically handicapped citizens of this country. She is really taking a courage and made a declaration that she will fill up the reserved posts by special recruitment drive. I have prepared a one approach paper which was also sent to the Ministry of Social Justice and Empowerment for the 3 days conference held on 5th Dec., to 7th Dec., 1999 and this approach paper shows that special recruitment drive can be initiated without any constitutional decree. I am handing over a copy of this approach paper prepared by me so that it may be part of the proceedings of this House.

I wish that the bureaucrats of the DOPT represented by the Minister of Personnel, Public Grievances & Pensions may appreciated this approach paper and initiate the special recruitment drive without any delay so that aspirations of these segments of the society may be fulfilled and for which there is a unanimity to fill up the reserved posts by reserved candidates. This will create a level of the confidence in the minds of these segments who is very suspicious about the functioning of the nodal Ministry which matter of concerned.

[Translation]

SHRI NIHAL CHAND CHAUHAN (Sriganganagar): The above mentioned line passes by Indo-Pak border. The total length of this line is around 62 kms. This single line is available on this border. All other railway lines at Rajasthan border are broad-gauge railway-lines. This line should be converted into broadgauge line from security point of view. This proposal found place in budget four times after conducting survey but it could not get through.

The present government have conductd survey in regard to this line and presented it in the budget. But they did not give not to it. The Defence department has also demand to convert this line tinto broadgauge.

I, therefore request you to pass orders for conversion of Sriganganagar-Swarupsar metre gauge line into broad-gauge and provide sanction to ig.

[English]

*SHRI S. SAIDUZZAMA (Muzaffarnagar): Many facilities have been given by the Hon. Railway Minister and many new trains have been declared in the Budget. But for U.P., one important State for India has been kept disoriented from the Railways expansions. The need of the people have gone unnoticed. It was expected that U.P. would have its due share in the allotment of new trains and routes. But no such facility has been provided. This appears to be partial treatment of the people of U.P.

You in your Budget have declared many benefits for the whole of India which needs to be complemented upon. But the development which was required for and deserved by U.P. has been neglected. I would specially draw your kind attention to Haridwar District which is religious place of great importance to whole India. No direct train connects Muzaffar Nagar to Haridwar. Therefore, new lines have to be laid for creating rail route from Muzzaffar Nagar to Roorkee (Distt.-Haridwar) which is of a very short length of only 30 kms. This would facilitate travel from Muzaffar Nagar to Haridwar *via* Roorkee. Also pilgrims coming from Delhi to Muzaffar Nagar and going to Haridwar have to travel to Roorkee by bus. This would also help them. This route would also increase the revenue of the department. Moreover, since Muzaffar Nagar is an important town of Western U.P., a new rail line connecting it to Roorkee would prove of great benefits.

Nauchandi Link Express which moves from district Shaharanpur does not stop at Khatauli City Station. The train should stop at Khatauli district Muzaffar Nagar for the following reasons:-

(a) The town of Khatauli has been an old city and Municipal Board for a long time. It also has a population roughly exceeding 1 lakh.

(b) It also an important trading and industrially important city. The trading and industry related community has been for long pushing hard their demand for the stopping of the above mentioned train.

(c) Khatauli is also situated in geographically imprtant place. The Station is almost midway between the Stations of Muzaffar Nagar and Meerut. More ever, the train is already stopping at Meerut for one hour. Part of this long time (approximately one minute) can be shifted to Khatauli.

(d) Earlier this year Mr. Rajnath Singh, Minister for Surface Transport, had visited Khatauli. The people presented him their set of demands in this connection. He had agreed to the importance of the subject and had assured the people of lending his support to this demand.

(e) The creation of stoppage would also create additional revenue for a department.

In view of the above mentioned points I would request you to look into the necessity of the matter as early as possible and to do the needful for the ceration of one minute stoppage of the mentioned train.

Also the New Delhi-Jalandhar Express does not stop at Khatauli district Muzaffar Nagar. All other Express trains do stop here. Hence it is requested that the train should be stopped at Khatauli even at least for one or two minutes.

The town Muzaffar Nagar has been an important industrial and trading centre. It houses the largest Asian Mandi of gur. The population has also been gradually increasing. But the same old Station continues to function creating many problems. To help the people both general passengers and trade related ones the Station, should be converted to a junction. This would greatly reduce the pressure and make things more comfortable for the common man.

I, therefore, request you to kindly consider all the facts and to, at the earliest, issue necessary instructions for doing the needful.

*SHRI RAMA NAIDU DAGGUBATI (Bapatla): Chirala is an important place in Prakasam district and centrally located in Bapatla Parliamentary constituency. It is a developing town with tourism, miniport, ship breaking unit, industries like ITC, Capol and spinning mills.Chirala railway station is identified as fish export market and wholesale textile market. There are number of political leaders both state and central residents of Chirala Assembly segment since independene. At present one Member of Parliament, Lok Sabha, Dr. D. Ramanaidu, Rajya Sabha, MP, Dr. D. Venkateswara Rao, Smt. J. L. Padmavathi, cabinet minister of AP, Dr. P. Rama Rao, Ex-minister of AP representing this area.

There are no sufficient facilities for this station. The railway passengers are facing lot of inconvenience and have represented me regarding the following additional facilities and Provision for model railway station.

FACILITIES

(1) VIP Langue

(2) Extension of roof on platfrom no. 3 & 4

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

(3) Provision of Neon lights

(4) Provision of wall clocks

(5) Provision of mike, speaker or PC extension at both ends

(6) Provision 3 phase generator. At present running with 6 Kw

(7) Provision of railway travel service agency at Parchur.

(8) Provision of lighting near goods shed.

During my recent tour to constituency public of Chirala and peoples representative requested me regarding halts of the following express trains at Chirala Railway Station

(1) Provision of halt for Charminar Express

(2) Provision of halt for GWT Express

(3) Provision of halt for weekned Express Tirupati to Secunderabad

(4) Provision of halt for Gorakhpur Express (5011, 5012)

Hence I request the Hon'ble Minister of kindly look into the matter and issue orders for halts of the above trains at Chirala Railway Station to concerned officials.

[Translation]

SHRI RAM TAHAL CHAUDHARY (Ranchi): Mr. Chairman, Sir, I rise to welcome and appreciate the railway budget presented by hon'ble Minister of Railways. She had provided a lot of facilities, which have not reached the common men witherto, despite the crunch of resources. Facilities have been provided to the students and the next of kins of martyrs of Kargil conflict. The common-men and poor have also been benefitted for passenger fare has not been raised. This budget has been widely welcomed across the country.

I would like to draw the attention of hon'ble minister towards some points related to my constituency. My area is known as Vananchal or Jharkhand. It has not been provided with the required railway facilities. Some of them are yet to be provided, which I want to present before you. There ar major industrial undertakings in Jharkhand area. Coal is available in abundance there and H.E.C. is situated there. In addition to that several other industries are located there. They did not get the required facilities. At Ranchi, which would become capital of Vananchal when given statehood status, construction work is being undertaken there for D.R.M. office. Six to seven crore rupees are required for this purpose. But you have given only twenty lakh rupees. I demand seven crore rupees to facilitate the early completion of this office. Residents of Ranchi-Lohardaga have been demanding conversion of metergauge railway line Ranchi-Lohardaga into broadgauge for the last twenty years. Work is being undertaken there but the point is to connect it to Torry which would save six-seven hours of the people who frequent between Delhi and Ranchi. The pace of the work being undertaken is very slow and I hope that hon'ble Minister would make efforts to expedite this work by allocating enough money for it.

Secondly, I request that Jharkhand-Express which is plying at present 3-4 times a week between Ranchi and Delhi may be run on daily basis. At Khelari coal-field people have to wait for six-seven hours due to absence of an overbridge and it is a long standing demand that an overbridge should be constructed there. Near to it Rai station is located. A padestrian culvert is constructed there half-way. At least, that should be completed because thousands of persons frequent this day and night. Murders are committed there and looting has become a common feature. It does not require a very big amount and I am hopeful that hon'ble Minister would give special attention towards early completion of this task.

There is only one train between Ranchi and Patna and that too is lying suspended for the last ten days. Reasons are not known as to why the officers are keeping it under suspension. We are constantly receiving telephone calls from Ranchi and Patna. Ranchi-Bokaro is very important and this train should be reintroduced at the earliest. One Shatabadi-Express is operational between Calcutta and Bokaro. It halts at Bokaro for ten-fifteen hours. There is doseproximity between Ranchi and Calcutta. Thousands of people make to and fro journey from the two points and air service has also been withdrawn on this route. So, it is my submission that Calcutta-Bokaro Shatabadi Express should be extended upto Ranchi and that would benefit the people a lot. There is a constant demand to introduce a superfast train between Bokaro and Mumbai via Ranchi because majority of people make to and fro journey from that aera to earn their livelihood. One or two bogies appended to the train which is insufficient and does not make any difference in view of heavy rush. A train should be introduced between Ranchi and Bokaro and the single Ranchi-Raurkela railway line may be doubled to meet this constant demand as it would connect Mumbai. That single line should be doubled. A train which used to ply from Ranchi tc Banaras has been discontinued for the last few years. That should be reintroduced at the earliest.

[Shri Ram Tahal Chaudhary]

In the end, I would like to extend thanks to hon'ble Minister and there are several other demands which we would sent in writing. I do not want to take much time. Vananchal-Express, which has been started for three days in a week from Ranchi to Bhagalpur and also from Banaras to Vadaiyanath is a good step. I am thankful to hon'ble Minister for it. I would put forward the remaining points afterwards.

I would also like to submit about theft. Khelari and Rai are part of my constituency. The scrap of railways has been seized from the area-scrap dealers several times. This pilferage could have not been taking place without the complicity of the railway employees. Railway would benefit a lot if such pilferages are checked. I hope that you would concentrate over it.

Tata-Danapur-superfast train should that for two minutes at Chandeel junction in public interest.

Shatabadi Express, which is kept stranded at Bokaro after it's arrival from Calcutta, should be extended upto Ranchi. Railway would earn revenue and people would get the facility on account of this step.

Patna-Hatiya-train is lying suspended for the last ten days. This is the single available train which connects Patna, Bokaro, Ranchi and Hatiya. This should be resumed at an early date.

Ranchi-Raurkela line should be doubled.

With these words, I support the budget.

[English]

SHRI ANIL BASU (Arambagh): Sir, I am on a point of order.

MR. CHAIRMAN: What is your point of order?

SHRI ANIL BASU: Besides the names given by the Whips of different parties, many individual Members want to participate in the discussion. That is the tradition of the House. What about them? What is the ruling of the Chair?

MR. CHAIRMAN: They will be accommodated. Why not? Shri Ramachander Bainda wants to lay down his written speech.

...(Interruptions)

SHRI ANIL BASU: All right, Sir.

PROF. A.K. PREMAJAM (Badagara): Sir, when is my turn coming? I am the second speaker from the CPM. I was told that after a Member from the ruling party side speaks, I will be given the opportunity. Already, the second turn has been given to the Congress Party. Next, a Member from the Treasury Benches will speak....*(Interruptions)*

MR. CHAIRMAN: If any other hon. Member wants to lay down his written speech, he can do so? Now, Prof. Premajam to speak.

*SHRI Y.S. VIVEKANANDA REDDY (Cuddapah): Thank you at the outset for giving me the opportunity to participate in the general discussion on Railway Budget.

I, being the first timer, trying more to concentrate on the Icoal Railway problems relating to our area. Through you Sir, I thank the Railway minister for having sanctioned Track doubling between Rentgunta and Guntakal. Of the distance of 309 kms. between Rengiunta and Guntakal, doubling work was initiated about 30 years back and about one third of the work was completed and the balance of 192 kms. has been pending for the last 3 decades. Southern Central Railway has conducted survey many times, all the 29 surveys conducted justified its feasibility as this project has highest rate of return i.e. 14.64%. Sir, this doubling project of 192 kms. has been estimated at about Rs. 350 crores. Two years since the revised estiamte is submitted after so many surveys by South Central Railway, earlier Railway Minister didn't bother to sanction or provide in his budget. That's why I thank Hon'ble Railway Minister Mamataji through you Sir. But Madam, sanctioning one section between Settigunta and Pullampet and providing Rs. 1 (one) crore is an agony when the estimate is around Rs. 350 crores. Atleast Rs.100 crores is to be made available in the financial year 2000-2001. Apart-from first reach, have the enroute bridges across rivers Cheyyeru at Nandalur. Papagni at Kamalapuram, Chittaravati at Kondapuram and Penna at Tadiparti start construction immediately to save time. Sir, I would like to draw the attention of the Hon'ble Railway Minister through you Sir, that this line has high traffic density due to the movement of Iron ore from Hospet and Ranjitpura to Madras harbour. about 10-13 rakes of Iron ore gets carted every day apart from horticultural produce, polished slabs (Cuddapah slabs) barytes, cement, asbestos, lime stone, red sanders and coal to Rayalaseema Thermal Station and Cement plants in Yerraguntla and Tadipatri.

Sir, this line is part of Mumbai-Chennai and thus has tremendous potential for passenger traffic. Not a single passenger Train could be added all these 50 years because of goods traffic congestion. Sir, don't the Hon'ble

*Speech laid on the Table of the House.

see Minister the social obligation when Railways earn about Rs. 87 crores/annum from this sector?

Hence, through you Sir, Hon'ble Railway Minister may be kind enough to provide atleast Rs. 100 crores and start, Ist reach of doubling alongwith bridges enroute across rivers Cheyyeru, Papagni, Chitravati and Penna immediately.

Sir, Track renewal is also pending over a long time. Dearth of funds shouldn't be the reason for having safe traffic. Hon'ble Railway Minister may kindly consider to provide for electrification of line between Renigunta-Guntakal as this scheme was sanctioned in 1992-93 at an estimated cost of Rs. 245 crores and conveniently forgotten to start the electrification work.

Speaker, Sir through you, 1 herewith try to impress upon the Hon'ble Railway Minister to expedite the new railway line to link Nandyal-Yerraguntla which has been sanctioned when Shri P.V. Narasimha Rao was Prime Minister and represented from Nandyal constituency. Madam, this 126 km. new line which joins not only two districts but also 3 main towns-Yerraguntla (Cement twon), Proddatur (referred to as second Bombay in groundnut and cotton trades) and Nandyal, (major market of distinction) apart from connecting entire north costal Andhra from Vizag, Vijayawada and Guntur to Cuddapah District. I request through you Sir, the Hon'ble Railway Minister may order and provide necessary funds for completion of land acquisition which is under progress, to take up civil works immediately.

Through you Speaker Sir, I request Hon'ble Railway Minister to expedite the survey of yet another new line mentioned in the budget, Yerraguntla-Dharmavaram (via) Pulivendla which being my home town. I will be highly obliged in this connection, and this can facilitate a shortest route from Bangalore to Guntur, Vijayawada and Vizag (via) Pulivendla. Yerraguntla, Nandyal connecting Sai Baba of Prasanthi. Nilayan, Silk sarees of Dharmavaram, Cuddapah slabs, cement of Yerraguntla and second Bombay Proddatur to Vijayawada and Vizag. The survey work for new line between Nellore-Cuddapah-Madanapalli may also be boosted up.

Hence, Madam, in your tenure of 5 years as Railway Minister, we wish hope and pray that Track doubling between Renigunta-Guntakal with electrification and, new line between Nandyal-Yerraguntla-Dharmavaram be completed by providing required allocation of funds.

Through you Sir, I request the Hon'ble Railway Minister to consider to lay new line between Manmad and Surat/Vadodara as it facilities Gujarat-Rajasthan bound passengers fast track without touching Mumbai. Sir, there is dire need of the improvement of many stations-Cuddapah district headquarters Railway station lacks drinking water, let alone other facilities, Rajampet station building which has been bomb blasted recently by naxalites need to be reconstructed alongwith second platform. More quotas for berths in Sleeper coaches to be provided in Rajampet, Cuddapah, Yerraguntla Muddanur and Kamalpuram stations on all Passenger/ Express Trains. AC 3 Tier coaches have to be introduced on all our trains, Sir.

As a millenium gift to our area, I request Hon'ble Minister of Railways through you Sir, sanction immediately the following.

Tirupati-Mumbai Balaji Express (7494) and Mumbai-Tirupati (7493) which is a bi-weekly train at present, to be made to run on daily basis by extending it beyond Mumbai upto Ajmer (via) Ahmedabad by naming the train towards-Ajmer as Khaja Gareebunnawaj Express and down train towards Tirupati as Balaji Express.

Madam, this train on daily basis from Tirupati to Ajmer may immediately be ordered which links Andhra Pradesh, Karnataka, Maharashtra, Gujarat and Rajasthan, which helps farmers for transporting their perishable agricultural products, which helps pilgrims to make yatra from Sri Balaji in Tirupati, Sir Raghavendra Swamy in Mantralayam, Mt. Abu and Holy Ajmer, which helps business community particularly cloth business in places such as Surat, Ahmedabad Pali and Jodhpur, and for Rajasthanis settled in Rayalaseema and above all, this train on daily basis may be sanctioned immediately to improve the traditions of communal harmony.

Thank you Sir for the opportunity given to me.

*SHRI KRISHANAMRAJU (Narasapur): Sir, I rise to support the Railway Budget presented by Kumari Mamata Banerjee, our popular and dynamic Railway Minister who has not increased railway fare for the common people who travel in Sleeper classes and all those commuters who use Monthly Season Tickets.

As is well know, Indian Railways are the largest network in Asia under one integrated unit, employing lakhs of railway workers.

I welcome the decision to give pass concessions for those working in the unorganised sector, for women over 60 years and for students up to class X travelling from their residence to school and back.

*Speech laid on the Table of the House.

[Shri Krishanmraju]

The Minister has also provided Railway reservation status on the Railway website so that the public can know the reservation position from their own computers.

I also welcome the decision to constitute a task froce for generation of additional resources for Railways from the private sector participation, setting a target of Rs. 1000 crores. I also appreciate the Minister moving in right direction to utilise the dormant assets of the Railways to augment the much needed resources for the growth of Indian Railways.

Another welcoming feature is the establishment of Indian Railways Catering and Tourism Corporation Ltd. The Hon'ble Minister has also laid stress on modernisation of railway track and signalling system. Further, the Minister's sincere commitment in slashing the expenditure for advertisements, hospitality, publicity, office expenditure has brought a substanial saving to the Railways. You have adopted austerity measures on the personnel expenditure and thereby set a role model to others.

Improvement of Rail-Road communications of Godavarv & Krishna Rivers-Delta Regions of Andhra Pradesh.

There is a longstanding demand in the Delta Regions of Andhra Pradesh for connecting the main line with Diviseema, Vodarevu and Bapatla. The main railway line is running from Visakhapatnam to Bapatla via Pithapuram, Samalkot, Rajhmundry, Niddavole, Vijayawada and Tenali. From this main line, Pithapuram to Kakinada diversion is already sanctioned in the 1999 Budget. Samalkot to Kakinada is an existing railway line and Kakinada to Kotipalli is sanction in the budget. This line crosses 3 tributaries of Godavary necessitating three railway bridges. It would be better if those can be made rail-cum-road bridges. Simultaneously, the proposal of Kotipalli-Naraspur line to Diviseema, Vodarevu may be taken up. This may be named as Godavary-Krishna-Diviseema or Konaseema Divisional Railway line connecting three State ports, namely Kakinada, Naraspur and Vodarevu.

I would suggest to the hon. Railway Minister to establish a sort of Konkan Railway Corporation, namely Godavary-Diviseema Railway Construct Corporation and funds can be generated from the corporate sector and the capital market. Alternatively, this project may also be built sector-wise on BOLT basis because this has vast potential of untapped traffic growth.

Keeping the fact that the existing Kakinada port expanded by privatisation to handle export and import of large quantities of commodities to earn much required foreign exchange, you are kind enough to included the following Projects in the current year Budget.

1. Kotipalli-Naraspur
2. Kakinada-Pithapuram (to connect Kakinada to the main line of Howrah-Chennai)
3. Kakinada-Kotipalli

However, the outlay proposed for all the three projects is very meagre. This would unduly delay the commencement and completion of these projects in time, consequently leading to severe cost over-run and time over-run. This would cause infrastructure bottleneck in our area which has tremendous proven potential growth for the Railways and the transport industry.

To get over the situation of inadequate budgetary support, Railways has rightly restored to the concept of build-own-transfer-lease which provides an excellent alternative source of funding. I request the Hon'ble Minister to increase that allocation for the above projects in the current Budget itself, or alternatively, these projects can be undertaken on BOLT scheme. There are patriotic and experienced industrialists who are willing to invest much needed funds for faster implementation to generate funds and to provide infrastructure facilities for Railways.

At a place called Palcole in my constituency, Naraspuram, for want of rail overbridge at the level crossing, road traffic is held up for a long time and unnecessary inconvenience is caused to the general public would, therefore request that a rail overbridge may please be constructed at Palcole.

Will come to Passenger Amenities. I am really very sorry to say that Bhimavaram town railway station is giving a shabby look. If anybody visits that station, he would feel that it is a deserted booth bungalow. There is no place for the passengers to sit or to wait at the railway station. There is no drinking water facility. In the absence of second platform and an overbridge, passengers have to cross the Railway line to reach the second line whenever trains arrive there, at great risk of their lives. It is a pathetic sight to see women passengers with children and luggage rushing towards the halted train to board it. This station has been neglected for years together. I would request the Hon'ble Minister to visit herself Bhimavaram to see the conditions obtaining there. I would urge upon the Minister to develop Bhimavaram Junction Railway Station as a model station and to provide all basic facilities at Bhimavaram town station.

Last year was observed by the Railways as the Year of Passengers. I would request that this may be continued

for this year also and all-our efforts should be made to provide passenger amenities at all stations.

With these words, and with the hope that our dynamic Railway Minister, Kumari Mamata Banerjee will seriously consider all my requests and provide for funds for implementation, conclude my speech.

[Translation]

*SHRIMATI SHEELA GAUTAM (Aligarh): Mr. Chairman, Sir, while supporting railway budget, I congratulate hon'ble Minister. After a gap of fifty years of independence, for the first time a women presented the budget after stepping into the 21st century. I congratulate hon'ble Prime-Minister, Shri Atal Bihari Vajpayee and hope that he would keep on providing opportunities to women in this manner.

This is a balanced budget and for the first time rail faires have not been hiked. People are very much happy with it.

I hale from Aligarh Parliamentary Constituency which is renowned not only in India but in the entire world due to location of the Aligarh-Muslim University (AMU) there and students from across the country and other foreign countries come here for studies.

Aligarh is a major industrial town of Uttar Pradesh, where thousands of hardware and lock manufacturing units are set up. As far as exports are concerned, it is a very important town and stands fifth in the list of cities making exports from Uttar Pradesh.

Basic services at Aligarh railway station are not upto the mark and halts have not been provided to many trains despite it being categorised as model station by railway-board and the significance of the city. If halts for these trains are provided it will not only increase the income of railway but will benefit a lot the residents of Aligarh and Indian as well as Foreign students and also teachers of the Aligarh Muslim University.

New Delhi-Lucknow 2004-2003 Shatabadi Express has not been provided stoppage at Aligarh whereas Shatabadi Express trains at other routes have been provided several halts midway:

(a) Bhopal Shatabadi has been provided halt at Agra-cantt, Gwalior and Jhansi upto Bhopal.

(b) New Delhi-Amritsar 2029/2030 has been provided halts at Ambala-cantt, Ludhiana-Jalandhar city.

(c) Kalka-New Delhi Shatabadi-2005/2006 has been provided halts at Ambala cantt. and Chandigarh.

(d) New Delhi-Chandigarh Shatabadi 2011/2012 has been provided halt at Ambala cantt.

(e) Delhi-Dehradun Shatabadi 2018/2017 has been provided halts at Saharanpur and Haridwar.

(f) New Delhi/Ajmer Shatabadi 2015/2016 has been provided halts at Delhi-Alwar and Jaipur.

(g) Ahmedabad-Mumbai Shatabadi Express has been provided halts at Surat, Baroda upto Mumbai-Purushottam Express 2402/2401 has been provided halt at Kanpur Central Junction. A stoppage may be provided at Aligarh Junction also.

Presently Delhi-Muzaffarpur Lichhvi Express 5206/5205 has been given halt at Tundla. It should be given a stoppage at Aligarh Junction.

Bareilly-Dadar 4314/4313 Express which is being run only on saturdays for quite some time should be plyed for at least three days a week because people are facing a lot of problems on account thereof waiting list for this trains tops the other trains.

Railway commuters are facing a lot of problems due to less number of passenger bogies appended to Bareilly Passenger ZAB/IAB and 4AB/3AB train and they are compelled to pay more while travelling by buses. So instead of five bogies available at present at least 9-10 bogies should be there.

There should be a train from Rajghat Narora, the biggest pilgrimage centre at the banks of river Ganga, situated at Aligarh-Chandausi rail route at six o'clock in the morning and around six in the evening.

The extension of Jammu-mail, upto Aligarh which remains at Delhi station, would benefit the commuters in many ways.

The number of coaches in EMU train should be increased to 16 from the present 12 with immediate effect in view of the heavy rush in this train and DK-2 be extended upto Aligarh.

Earlier a passenger train used to ply from Delhi to Agra cantt in the afternoon which was replaced by EMU train going upto Kanpur but most of the time it is not on time and the passengers can not get the connection in Tundla to move towards Agra. The timings of EMU should be set in this manner so that there is enough thim for the passengers, who want to go to Agra from Tundla.

*Speech laid on the Table of the House.

One EMU train Aligarh/Delhi may be introduced around 4 o'clock in the evening so as the passengers going to Delhi and onwards could avail this facility.

An enquiry counter in addition to reservation counter should also be opened in view of the increasing rush at present so that the passengers can get the necessary information regarding reservation.

Platform No. 3 and 4 have been extended towards Howra but the shades have not been increased. So, to save the passengers from such-stroke and rain these should also be externed.

The bridge to arrive at platfrom No. 3 and 4 and providing access to both sides of the city is quite small and old any may collapse anytime. Its width should be increased.

There is shortage about 25-30 employees at Aligarh station and passengers have to face a lot of problems due to absence of trained employees. So, the adequate number of employees should be appointed there.

Aligarh station has been declared as a model station, construction for car parking should be undertaken there at the earliest in addition to the facility of providing EMU trains from Mal Godam to the city as the Railways has already given nod to this proposal. Railway land is lying vacant where this 'Mal Godown' is situated. The most important thing is that Central Government and State Government are jointly constructing a bye-pass to reduce heavy traffic on G.T. Road and facilitate the easy movement of traffic in and around Aligarh. There should be a bridge on the two railway crossings which come across there because Delhi-Calcutta railway line passes through Aligarh and at least 200 trains ply on this route during 24 hours. The construction of bridge at railway level crossing No. 109A which was sanctioned in the year 1996-97, is going to be completed now. Two move overbridges are yet required there which are as follows:

(a) An overbridge at Gate No. 112A which is in the middle of Aligarh/Maharawal need to be constructed in public interest because there is a bye-pass road for Chandausi-Muradabad from G.T. Road which lead to heavy traffic jam at this gate.

(b) Construction of an overbridge is essential at gate No. 108C situated in between Aligarh and Daudkhan because there is a bye-pass road from G.T. Road to Agra, Hathras, Mathura and heavy vehicles may take bye-pass initead of entering the city.

In the end, while congratulating hon'ble Minister I support this budget.

[English]

*SHRI MADHAB RAJBANGSHI (Mangaldai): Mr. Chairman, Sir, I am very happy and thankful to you that I have been given the chance to speak for two times in the discussion of Railway Budget.

I am very sorry to inform the House that not a single project is given particularly in my constituency and in generally the State of Assam.

Mr. Speaker Sir, Hon'ble Minister of Railway is aware of that the Members of Parliament from Assam State staged walk out during her Railway Budget speech in protest against the gross injustice done to the State of Assam in your Ist Raiwlay budget. After that we have been asked to submit of ongoing schemes and new schemes which have not been covered in the Railway budget 2000-2001. We have already given the list of projects to you for your necessary consideration and suitable action to avoid injustice to the State of Assam.

Mr. Chairman, Sir, specially, I would like to mention, regarding the creation of Rongia Division which has already been declared by the Railway Department i/c the jurisdiction of the Division also, but it is strange to note that no budget provisior has been made for the creation of the Rongia Division in the Budget 2000-2001 with the result execution work has not been started.

I strongly demand for the sanction of adequate Budget for Rongia Division and posting of necessary staff to make the Division operative at the earliest failing which Railway Sangram Parishad will stage demonstration, Dharna and will not allowed any train to pass on that section, as I am informed by the Organisation.

I would like to mention that regarding laying in new Railway line from Baihata Sharali to Routa via Kharupetia because you know, that Kharupetia and Tin Sukhia the only two biggest commercial towns in Assam. In 1997 the Member of Parliament, late Hira Lal Patwari, raised this matter in the House for the new line but no action has been taken by now, where as so many proposals of new Railway line has been included in the Railway Budget 2000-2001 which on the face of it appears gross injustice to Assam State and supperest the long pending demand of Assam for new Railway line.

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*Speech laid on the Table of the House.

I strongly demand for the inclusion of this new Railway line in the current Railway budget proposals and make necessary budget provisions to start the survey work.

It is seen that while making recruitments in Railways no preferences given to the boys hails from Assam State wihch tentmonent injustice to the people of Assam. I strongly demand that in N.F. Railways Assamese people should be given opportunity in employment, in order to eradicate the poverty. The backlong of reservation quota for SC & ST shuold be updated according to the model rester.

The condition of the following Railway Station is not worthwhile due to inadequate provision of basic amenities for the passengers. I strongly demand for upgradation of the Nalbari, Ghogra, Baihata, Charli, Goreswar, Khoirapari, Tongla, Harisinga, Udalgiri, Rowta, and Nozbat stations with modern facilities.

You are well aware, that Assam is inhabitted by poor and down trodden end ethonic tribes, and there are no employment avenue in the State, therefore, I strongly demand for the instalation of Railway coach factory in Assam, so, that more and more people may get employment which in due course will bring prosperity.

The Rail Bus Hybor Gaon to Moirobari proposal was accepted by Shri Nitish Kumar, former Railway Minister but you have not included in proposal in your Railway Budget 2000-2001. I strongly demand for the implementation of the assurance and acceptance of the proposal in toto. I am disappointed to know, that Bogibill Bridge foundation was laid 2 years ago but, you have made no provision in your Railway budget, which reflect that you have totally neglected the proposal.

I strongly demand for the inclusion of this proposal in your Rail Budget 2000-2001 and make necessary budget provision so that execution of the Bridge of important nature is not delayed.

The Rongia Mokokseleng B.G. conversion survey work commenced long long back, but the survey work is still incompleted. Had the work been taken an priority basis, the Govt. could have saved several crores of Rupees.

I, strongly demand, that adequate funds may be allocated for this project for early completion within this current financial year.

The Hon'ble of Railway Minister is well aware that Assam is a terrorist affected State, killing looting of innocent passengers at the Railway Station and even in running trains have become the order of the day.

I strongly demand that appropriate security arrangement for the safety of the passengers may be made both at Railway station and running trains this aspect should be given priority. With this I conclude with my speech.

PROF. A.K. PREMAJAM (Badagara): Respected Chairman, Sir, at the very outset, let me thank you wholeheartedly for giving this opportunity to participate in the discussion on the Railway Budget for the year 2000-2001. But I wish I could say the same thing and wholeheartedly congratulate and thank the hon. Railway Minister Kumari Mamata Banerjee. However, I am extermely sorry that the Railway Budget presented by her on the 25th of February was a cruel blow to the State of Kerala. In the Budget speech, it is stated that the hon. Minister is thinking in terms of a new vision for the new millennium. This is the Budget of the new century and the new millennium. Naturally, we all expected a new vision for the new millennium taking into account the whole of India and not leaving certain parts of India aside. But, unfortunately, a very disappointing situation has to be faced by the Members of Parliament from Kerala. On that day, we were constrained to go to the Well of the House....*(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH (Maharajgaj-Bihar): Mr. Chairman, Sir, my name has not been called.

MR. CHAIRMAN: Name will come as per the list received from various parties. Eminent persons from many parties have not yet spoken.

[English]

PROF. A.K. PREMAJAM: All the Members of Parliament from Kerala, cutting across party and political lines, had been constrained to go to the Well of the House because of the cruel injustice meted out to them. I do not blame the hon. Minister. It is the attitude and the mindset of the bureaucratic set up in this country. Whenever we approach any administrative authority or the bureaucratic authority, what we hear is that already Kerala has been given more than its due share. I would like to know the criterion by which this kind of a treatment is meted out to us. Whether it is the Ministry of Surface Transport or the Industry Ministry or the Railway Ministry or any other Department, this is the way Kerala is treated. But I can tell you authentically that as far as the revenue of the Government of India is concerned, a major chunk

[Prof. A.K. Premajam]

is coming from Kerala-whether it is by way of railway earnings or foreign exchange or whatever it is. I am sure all the Members here will agree whether they belong to this side or that side....*(Interruptions)* So, the treatment that we are getting is just like poor cousins as though somebody's charity is to be given to the people of Kerala. We are not pleading for charity. We are pleading for our due right. I am speaking on behalf of the other Members also. I am sure, they will all agree with me that we do not want anybody's charity. What we want is our due share as a part of this great country.

As far as the Budget is concerned, the map of Kerala is taken out of the map of India. This is not the first time that this has been done. All along, this was the treatment given to us. So, when I read that there would be a new vision for the new millennium, I was very cheerful. But when we went ahead with the speech of the hon. Minister, we were thoroughly disappointed.

In page 14 of the address, there is a paragarph dealing with the Plan outlay etc. I am not going into the details which states that this year there is an increase of 23 percent in the Plan outlay. Not only that, the capital support from the Central Exchequer is 40 percent higher than last year and it is the greatest in recent years. I am happy about it. My question is: What is the share of Kerala in that increased outlay? Even when there is an increased Plan outlay and also support from the Central Exchequer, we have not been given what we received last year. I am not going into the details for the sake of comparison but if anybody is interested in going through the details, they will understand as to what I am saying is correct. It is based on facts.

Of course, I would like to speak at length regarding the Railway Budget, but due to time constraint, I would not do so. There is a five percent increase in freight charges. There also, Kerala is hit very hard because we are in the Southernmost tip of the country and it is a consumer State. You may say that it is not our fault but we are part and parcel of India. So, whatever is there, the same is shared-whether it is revenue or expenditure -by Kerala also. Except on certain essential commodities and certain other items like news print, we actually bear the greatest burden when five percent increase is made in freight charges. In certain items, the increase is seven percent. So the burden is borne greatly by Kerala people. When it comes to the question of benefit, we are denied the due share.

I will just talk specifically about our State. Totally 221 km. of doubling work of Calicut-Mangalore line had to be completed. Doubling work commenced started when the Konkan Corporation came into being. We became partners of that enterprise thinking that the benefit of Konkan Railway would come to us also but now the Konkan Railway is there but we are not actually getting the benefit due to us. We are not getting our rightful share because the work of the doubling work is going on at snail's pace. It is not because the engineers are not working; it is not because the administration is not working but because of paucity of funds. Last year more than Rs. 100 crore had been allocated. Now, though the Plan outlay and other things have increased, this time, the allocation has come down. Only Rs. 97.10 crore is allocated to Calicut-Mangalore project.

The situation is even worse regarding the allocation for Kuttipuram-Shoranur and Guruvayur-Shoranur projects. My request is that this should be enhanced.

The anticipated cost for the three bridges, out of which one is between Shoranur and Calicut, to be reconstructed is Rs. 11.33 crore, but only Rs. 10 lakh has been provided, which is a pittance. As far as Kerala is concerned, things are going on in this imbalanced way.

Nineteen new trains are announced in the Budget speech. Out of that, there is nothing for Kerala. Now, I am not going into the details. Several States find place many times in the list but not even once Kerala has found place in the list. Madhya Pradesh, Rajasthan, Uttar Pradesh, Bihar, West Bengal or any other State find place in the list. I am not grudging against them, they must get it. But my point is when a lot of generosity is shown to other States, why not just one train is announced for Kerala? So, our demand is that from Mangalore to Trivandurm *via* Alleppey, there should be a train. Poona-Cochin train announced last year has not been started. My request is that Poona to Cochin train should be started with two coaches to Mangalore.

Another injustice meted out of Kerala is that whenever any minor thing is done, it ends with Cochin or Trivandrum. For the people sitting in Delhi, there is no Kerala beyond Cochin and Trivandrum. More than half of the portion is beyond the northern side of Cochin. Why leave the northern part of Kerala like this?

This had been the practice when we were part of the erstwhile Madras State, but that was under the British rule. Then, Jaipur-Trivandrum train also should be started soon with two coaches to Mangalore. I would like to bring to the notice of the hon. Railway Minister that the existing facilities have been cut off now. I will just give only one example. On 7029/7030 Hyderabad-Kochi Train, there were bogies, for the last 15 years, that were going up to Mangalore. There were special coaches and they used to be detached at Shornur and taken up to

Mangalore and *vice-versa*. But they were given up recently. There are thousands of Malayalee families staying in Andhra Pradesh and our friends from Andhra Pradesh know that. I have already given a representation in this regard and I would like to request the hon. Railway Minister that this facility should be revived.

As far as new lines are concerned, 17 new projects have been announced in the Railway Budget, but not a single project for the State of Kerla. I would like to bring to the notice of the hon. Railway Minister that survey of the Tellicherry-Mysore line has been completed. That is what we are told, but that has not been included in the Budget. It is a long-pending dream of the people of North Malabar region of Kerala that there should be a linkage between Karnataka and Kerala. This will augment tourist activities also. In Kerala, Wynad is a district, which has no rail connection at all. so, this will be a very good idea to connect Wynad and also connect it with Karnataka. I am sure that the people of Karnataka would also appreciate this step. But nothing has been said about this in the Budget. Same is the case with augmentation, extension and connection etc. There is nothing for Kerala in this regard also. If, at all, any extension is given, it is given up to Trivandurm, but nothing is given for the northern part of Kerala.

Then, 25 new line surveys have been included in this year's Railway Budget. But the request made by several Members of Parliament has not been taken into account. I am happy that the hon. Railway Minister has given importance to safety measures and passenger amenities. But the quality of passenger amenities in the trains that are coming to Kerala is very poor. I wish I could take the hon. Railway Minister and members of the Railway Board to Kerala and make them travel in some of the trains running there. Some coaches are leaking during the rainy season and we cannot even close the doors of the toilets. I am not exaggerating anything; anybody can come and inspect the condition of the trains that are running there. All the wasteful material which are not necessary to North India, Central India and Eastern India are being shunted to South India, not to Karnataka or Tamil Nadu, but to Kerala.

MR. CHAIRMAN: Please conclude now.

PROF. A.K. PREMAJAM: Sir, I will conclude in a minute.

Sir, since we had agitated and it has been highlighted at the national level, the hon. Railway Minister has been very kind enough to convene a meeting of all the Members of Parliament from Kerala. We explained about our problems and we have already given our request to her. So, I am not reading out those request.

Then, the hon. Railway Minister has given an important assurance to us and we are all very grateful to her for that. She has assured us that a Resident Commissioner will be appointed for the State of Kerala to look after all the projects and programmes and he will be an officer of the rank of a Joint Secretary. We are indeed very thankful to the hon. Minister for this and I extend our thanks through the Chair. I hope that this assurance would be executed at the earliest and our other requests would also be looked into with a sympathetic mind. I hope that something would come out of this discussion with respect to the State of Kerala.

SHRI A. KRISHNASWAMY (Sriperumbudur): Mr. Chairman, Sir, on behalf of D.M.K., I thank the hon. Railway Minister for the keen interest shown towards the State of Tamil Nadu in the Railway Budget. I would also like to thank our beloved leader, Dr. Kalaignar Karunanidhi for extending cooperation in implementing various railway projects in Tamil Nadu.

I also personally thank the hon. Minister on behalf of the people of my constituency, Sriperumbudur, for sanctioning the long-awaited Trivellore and two other road overbridges.

I may please be permitted to put forward the demands from Tamil Nadu which is in extreme need for its rail commuters. I hope the hon. Minister would fulfil our demands very soon.

In our Capital, Chennai, a number of trains are received in the Moor Market complex in an irrational manner and these have not been properly arranged. If there is any delay in reception and despatch of these trains, the entire schedule would get disturbed. So, I would request, through you, Sir, the hon. Minister to construct additional platforms for the MMC railway station to avoid late running of trains.

Out of the new lines, which have been sanctioned, nothing pertains to the Chennai Railway Division. Hence, the fourth line between Pattabiram and Thiruvallor, 17 kilometres, and quadrupling between Thiruvallor and Arakkonam, 27 kilometres, may please be taken up and necessary funds may also be allotted in the Supplementary Budget for laying the new line. This section is handling trains coming from Mumbai side, that is, from Trivanduram and Bangalore.

The suburban railway platfroms in Chennai-for example in Minjur and Tirvellore-are of very old type. These platforms are at a lower level. So, the height of these paltforms shuold be raised by at least two feet to avoid accidents. A survey of such platforms in Tamil Nadu

[Shri A. Krishnaswamy]

should be carried out and then, all such platfroms may kindly be renovated accordingly.

At the time of Budget speech, the Minister of Railways accepted that the basic amenities for the rail commuters are very poor. As such, the share of the Southern Railway in fund allocation is very low so far as the passenger amenities are concerned. On 2nd February, 2000, I visited almost all the platfroms in my constituency, Sriperumbudur, that is, from Avadi to Tirutani along with all the Divisional Railway Managers and Additional Divisional Railway Managers. Most the rail commuters complained that the basic amenities were very poor at the railway stations. Hence, I would request the hon. Minister to allocate sufficient funds for basic amenities for the passengers.

The hon. Minister of Railways is also requested to depute an officer of the rank of Head of the Department of coordinate the needs and proposals of the Members of Parliament from Tamil Nadu so that their needs and suggestions could also figure while finalising the wroks programme.

The Zonal Railway Consultative Committee, consisting of the Members of Parliament, should be convened periodically by the concerned Zonal Railways to get a proper feedback about the passengers and the working of the Railways.

The hon. Minister is also requested to get a survey conducted and construct a new rail line from Tirukoilur to Salem via Kalla Kuruchi and Chinna Salem.

The overall share of broad-gauge route kilometrege is only 38.9 percent as compared to that of the other States which are served by the Southern Railway, namely, Karnataka 81.6 percent and Kerala 88.9 percent. It is ironical that the State which contributes a lion's share to the earnings of the Southern Railway enjoys the least broad-gauge route kilometrege. The Southern Railway have failed to tap the full traffic potential of Tamil Nadu by timely conversion of metre-gauge into broad-gauge. Presently, the routes in Tamil Nadu, namely, Virudunagar-Tenkasi-Quilon, Villupuram-Tanjore Main Line, Cuddalore-Virudachalam-Salem and Madras Beach-Chengalpet-Suburban Sections have been selected for broad-gauge conversion. I request the hon. Minister, through you, that the allotment of funds for the gauge conversion should receive special consideration.

I further request that for linking Kumbakonam and Namakkal, a survey may please be ordered in between Jayakomlam-Ariyaloor, Perambaloor, Thuraiyoor, Namakkal since Perambaloor is a newly-constituted district.

I would request the hon. Minister to increase the reserved compartments for the Yercaurd Express, Blue Mountain Express, Cheran Express and the Mangalore Mail.

I also request the Minister of Railways to extend the Rock Fort Express-Chennai to Tiruchi - from Chennai to Tanjore.

I also request the hon. Minister to introduce a new train from Thanjavur to Madurai *vai* Tiruchi and also to enhance the funds from Rs. 3 crore to Rs. 10 crore for conversion of Tanjore to Nagore section into broad-gauge.

The Egmore Station and Central Station should be linked by putting new lines which will provide two-way transport.

I thank the Railway Minister for the funds allotted to MRTS project till Tharamani. This project may be extended to Mahabalipuram which is a world famous historical tourist place.

Before, I conclude, I would like to make a small request to the hon. Railway Minister. We are all aware of the recently installed 133 ft. statue of the Great Saint Ayyan Thiruvalluvar at Kanya Kumari by the respectable leader Dr. Kalaingar Karunanidhi. I would request the hon. Railway Minister to display the Thirukural, both in Tamil and English, in all the compartments of Southern Railway in the memory of Thiruvalluvar. This will help in developing a discipline among the railway commuters travelling in those coaches.

[Translation]

MR. CHAIRMAN: Shri Chandranath Singh.

SHRI RAMANAND SINGH (Satna): Mr. Chairman, sir, it should be decided at first as to those who are to speak should stay or go?

MR. CHAIRMAN: Till the House is going on, those who will be present will get on opportunity to speak.

SHRI RAMANAND SINGH: Then they should be present and your order would be honoured.

MR. CHAIRMAN: Be the House runs upto 12 at night or you like it to run.

SHRI C.N. SINGH (Machhlishahar): Madam Chairperson, there are not two opinions that this year's Railway Budget is good for poor people as neither the fare has been increased nor any surcharge have been levied. Only the freight has been increased by 5 percent.

Therefore, I can firmly say that our Mamata Didi has presented a good bodget in the present situation. She is worth praising. Our, Digvijay Bhai is alos in that department there for Mamata Didi has presented a good budget.

Madam Chairperson, on seeing the General Budget and the Railway Budget one can make out the difference. If any good work has been done by this Government it is the Railway Budget. If Mamata Didi had not been there in the BJP Government then nothing could have been done. The country has ruined due to the hike in the prices of Petrol, Diesel and other things, the farmers and the poor people are dying due to this price rise. Only the railway department has done good thing. She can be applauded. Her integrity is beyond doubt in this coalition government. She is known as the 'Tigress'. Yes, sometimes she puts a check. I would like to give some suggestions to the hon. Railway Minister. I hope that in this age of corruption she can perform well. She has done many good things. The Railway Ministers, hailing from Bihar gave thousands of free railway passes to the people. The entire railway department continued to be looted due to it. Whosoever wished, the free railway pass was issued to him which has been stopped by Mamata Didi and has done a great favour to us. She has saved the entire railway department from being looted for which kudos to her.

The hon. Minister is very honest and there are no two opinions about it. We have come to know that she travels in general class. Till recently, the Ministers used to travel in saloons alongwith five trains. The Government had to waste crores of rupees but Mamata ji travels in second class or A.C. Sleeper or A.C. two tier. It is good. Shri Janeshwar Mishra, who was a Minister also belonged to our party. He had been an hon. Minister and Mamata ji is the second Minister who is honest. Today the hon. Railway Minister travels in general class but the D.R.M. travels in big saloons and that too in royal grandeur. Perhaps the British legacy is till perpetuating. The hon. Minister can be praised more if she puts a check on these officers and if they are asked to stop misuse of the railway department like the commoners. I hope that hon. Mamata Banerjee would take steps in this direction. Secondly, with the induction of her and Digvijay Singh ji in the Railways it is expected that corruption would come to an end. There are no two opinons that the officers are frightened but the Government with which they are having an alliance is totally corrupt. If she works alienating herself from corruption she can certainly be able to weed out corruption. I would like to submit that the big officers who have earned crores of rupees should also be reined in.

Secondly, being a Member of Lok Sabha it is our responsibility to bring certain things to your notice. Mafia Raj is there in Allahabad, Lucknow and Gorakhpur. The mafia sell, even the scrap wagons of railways. An hon. Member was just speaking about Bihar. The condition of Allahabad, Gorakhpur and Jhansi is far worse than Bihar. What to talk of inviting tenders, even the new railway lines are sent to the rolling mills by these people instead of the scrap.

I would like to submit that some vigilance depratment should be set up which may look into such cases and also the involvement of Railway officers who are colluding with such mafia and usurping billions and millions of rupees of the railways.They shoud be punished.

*Uttar Pradesh has been totally ignored. Certainly, it is good that new trains have been introduced. There is one Neelanchal Express, which runs via Pratagarph and Mugra Badshahpur. It runs via Lucknow three days and via Allahabad three days. There is no train from Pratapgarh for Delhi. So lot of problems are faced. If Neelanchal is diverted via Satria-Mugra-Badshahpur-Pradhuman-Pratapgarh Rai Bareilly and Banaras instead of Allahabad touching Lucknow the Constituency of the hon. Prime Minister, which would be conveinient also to reach Delhi from Pratapgarh. There are many suggestions to be given, which I have given to the hon. Minister in writing and I am placing these on the table of the House. I wish that the corruption which have croped in the Railway department during the last 50 years would be removed during the tenure of both of these Ministers. With these words I conclude.

[English]

+SHRI A.K.S. VIJAYAN (Nagappattnam): Hon'ble Chairman Sir and respected members of the House I take the House to focus of certain achievements that our Railway Minister and our railway department achieved.

I thank the Hon'ble Minister to introduced a new line between Thiruthuraipoondi to Agasthiyanpalli Rail Bus in my Nagappatinam constituency and also Tiruchy, Tanjore to Nagore Broadgauge conversion is long pending plan and it was partly fulfilled.

I request the Minister to fulfil the entire route plan. The amount of Rs. 3 crore was allotted for Broadgauge conversion of Tanjore-Nagore. But the amount of Rs. 3 crore was not sufficient. So, I request the Hon'ble Minister to allot Rs. 10 crores for the early completion of the

*This part of the speech was laid on the Table of the House.
+Speech laid on the Table of the House.

[Shri A.K.S. Viragan]

Tiruchy, Tanjore to Nagore Broadgauge conversion proposal so that the entire plan will be completed.

I also request the Hon'ble Minister to extent the line from Nagore to Karika, it will be benefited the Railways and the passengers. Karaikal is 15 km. away from Nagore. This plan will connect Velankanni, Nagapattinam and also I request to extend the line from Velankanni to Vetharanyam which is a commercial centre for salt and dry fish and also famous pilgrimgae centre in Tamil Nadu.

*SHRI K.A. SANGTAM (Nagaland): First of all I would like to thank the Minister Railways and the Government on behalf of the people of Nagaland for the inclusion of the 18 km. Amguri-Tuli rail link for conversion from Metre Gauge to Broad Gauge. I hope that the work in this regard will commence at the earliest and the project will be commissioned without further delay, as the spade work has already been done long back. This track was left untouched for almost a decade since the initiation of the project.

Indian Railways is a widely used mode of transportation and is the prime mover of the economy and the society, it also has the distinction of being one of the largest railway system under single management. Railways have connected industrial production centres with sources of raw materials, facilitated industrial development, linked agricultural centros with distant markets.

In view of the recent development, it is seen that the North East has been lacking a wide range of facilities, in comparison to what is provided to the rest of the country. The North East has already been facing critical problems like insurgency, and I feel that options for better livelihood will bring people back to the mainstream. Railway can play a very major role in this, by providing the people to carry their goods to different parts of the country, which is otherwise not possible with the present setup available. Railways are the most efficient instrument for the development of the rural and the backward areas.

The Hon'ble Minister for Railways had said in her speech that, work will be started for bringing 150 'A' class stations within the ambit of the model station concept during the next year. It is really ironical that somewhere we provide the best of what is available and leave out the ones, which lack the minimum amenities. I would like to say a few things which are needed for my State, Nagaland, regarding the problems faced by the people in the absence of basic rail links and availability of minimum facilities.

A New Broad Gauge line should be made between Dimapur and Tizit via Chumukedima on the foothills of Nagaland. This will enable the people to transport minerals, forest produce and other agro products to other parts of the country.

The Dimapur railway station should be up-graded. Keeping in view that not only the people of Nagaland but also Assam and Manipur makes use of it.

The ticket counter is very small and should be renovated and improved so as to enable the passengers to que up and move freely to get their tickets at the counter.

As the Dimapur Station also serves the neighbouring States the waiting rooms are insufficient and it causes inconvenience to women, children, elders and also disabled passengers.

The Dimapur station lacks proper sanitation and clean drinking water is not available for the passengers.

The platform is congested and should be broadened and besides, one of the platform is lower than the rail tracks which needs to be rectified.

The service of Rajdhani Express should be increased from once to three times a week, as the public are facing problems due to non-availability of service between Dimapur and Delhi. The route should pass through Katihar and Barauni and not via Lucknow and Patna so that the passengers from the North East can reach New Delhi at the shortest possible time.

Shatabdi Express Service should be provided between Dimapur and Guwahati on daily basis, so that the public can travel easily and quickly.

Rail link between Simulguri in Assam and Borjan in Nagaland should be converted to broad gauge.

Almost all the important trains arrive and leave Dimapur Railway Station at very odd hours causing great problem to the passengers to proceed to their respected destination. As there is law and order problem due to insurgency in the State and particularly in Dimapur town it is quite difficult for the passengers to come in and go out from the Station during the night. But timing should be adjusted in such a way that the passengers are safe to go into the town and move about and also reach their homes safely.

*Speech laid on the Table of the House.

Therefore, Mr. Chairman, Sir, through you I would like to request the Hon. Minister for Railways to kindly take serious note of the request made by me for the benefit of the public of my State.

*SHRI ADHI SANKAR (Cuddalore): Mr. Chairman, Sir, I take this opportunity to focus on certain demands regarding the railway facilities in my constituency, Cuddalore, which comes under Southern Railway.

I request the hon. Minister to take survey for a new railway line from Villupuram to Salem *via* Tirukoilur, Kallakurichi, and Chinna Salem. Tirukoilur is a temple city. Kallakurichi is a commercial centre. Survey was undertaken already during the tenure of Nehru. It is a long pending proposal of the people. It would be commercially viable for the Railways.

I request the hon. Minister to sanction a new line from Cuddalore to Pondy, which would be very useful for the passengers. I request the hon. Minister to provide sufficient funds for the conversion of Cuddalore-Salem meter-gauge line to broad-gauge line.

I would like to bring to the notice of the hon. Minister that in my Cuddalore constituency several unmanned railway level crossings are there. It creates more problems to the public. To avoid this, necessary steps should kindly be taken.

I request the hon. Railway Minister to construct over-bridge near Cuddalore, Panruti. I also request the hon. Minister to provide sufficient funds for this project.

I also request the hon. Minister to open a Computerised Reservation Counter at Thirupapuliur Railway Station.

*SHRI P. RAJENDRAN (Quilon): Sir, through you, I may submit before the House my reactions on the Railway Budget for the year 2000-2001. Every Budget is a resemblance of the economic and social conditions of a nation. This Budget as the first of the new millenium would have a better long-term perspective. Apart from the relief of no fare hike, the Government could have invested more for development of Railways as it is inevitable for the socio-economic development of our country.

The feeling of the people of Kerala is that we are denied justice which was appreciated by the hon. Railway Minister and I do congratulate her for giving a patient hearing to all the MPs from Kerala and her assurances that some concrete steps may be taken.

The most important demand was to have a separate administrative set-up for Kerala bifurcating Southern Railways. She has promised us to appoint a higher officer at Trivandrum not below the rank of a Joint Secretary to coordinate the development words.

My second request is regarding doubling of the railway lines. Sections like Mangalapuram-Shoranur, Ernakulam-Kayamkulam *via* Kottayam are the main necessities. Electrification from Ernakulam to Trivandrum (as the doubling work from Kayamkulam to Trivandrum is almost complete) is to be given priority. Regarding conversion work of the line between Virudhu Nagar to Kollam, only a meagre amount was envisaged. The hon. Minister promised to increase the amount this year itself. I request the Minister through you to start the conversion work simultaneously from Kollam also as it is now decided to start the work from the other end.

The Minister has announced extension of services of some trains which is most welcomed. Since decades, there has been a demand for a new train service from Trivandrum to Mangalore and a new train service from New Delhi to Trivandrum to give relief to the hue and cry of the travellers. I may inform the House that at the earliest, the travellers can reserve the ticket 60 days before the journey but they are dispersed without getting reservation. Only one or two out of handreds are getting reservation. We, the people of Kerala, demand this new train at the earliest. There have been many requests of new trains from Allahabad, Rajkot, Hyderabad and Calcutta to Trivandrum.

Sir, through you, I would like to draw the attention of the Minister towards upgrading the railway stations in Oachira, Karunagappally, Sastham Kotta, Munroe Island, Perinadu, Kollam, Paravur and Chirayankil. New platforms may be constructed at Kollam Railway Station as it is the most developing station with minimum amenities. I request the Minister to make new boggies available and more amenities to the travellers. With these words, I conclude.

[Translation]

*SHRI SURESH CHANDEL (Hamirpur, H.P.): Madam Chairperson, I am thankful to you for giving me an opportunity to speak. I am thankful to the hon. Railway Minister for presenting a good budget and after a long period such a Railway Budget has been presented which has given a sigh of relief to the people but it is an irony that untill and unless the personal interest of a person is not met with, he goes on criticising this way or that way and I am one among those. No new provisions have been made in this budget for our State.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Shri Sursh Chandel]

Madam, I would like to urge upon the hon. Railway Minister through you that she has presented a good budget. Indian Railways has 63000 kilometers of railway line under her which is the largest railway network of the world. There are 1.6 million employees servicing in the Railways under her and all of them praise her. Many provisions have been made in the budget. The main provision among them is 75 percent rebate in the fare to the widows of the brave martyrs of 'Operaton Vijay' i.e. the Kargil War. It is a commendable step. She has assured to give 1000 new posts to the persons related to those families, which is also a big and good thing. Free railway journey facility provided to the children upto high school level is also a good step. She has done many good things, which have been applauded by everybody.

Besides these I would like to draw her attention towards my Parliamentary Constituency, Hamirpur and the activities of railways in Himachal Pradesh. She should pay attention towards these.

Since the 12th Lok Sabha, I have been writing to the Railway Ministry, raising questions in the House, raising Matters Under Rule 377 and meeting various Railway Ministers for the development of railways in Himachal Pradesh for providing facilities to the citizens of Himachal Pradesh in trains and drawing attention towards the following points but I am sorry to state that till date no progress in this regard has been noticed by me:-

Railway link from Una to Haridwar: The train from Nangal to Saharanpur should be extended from Saharanpur to Haridwar and from Nangal to Una. It would provide railway facility to the pilgrimes of Himachal Pradesh directly upto Haridwar. The railways need not lay any new train for it. Only the existing train needs to be extended from Saharanpur to Haridwar and from Nangal to Una which is merely 12 kilometeres' track but the Railways Ministry has not been meeting this justified demand of mine on the pretext of maintenance of bogies and their washing and cleaning arrangement.

Increasing Berths in Himachal Pradesh Express: Madam, Himachal Experss is there from Una to Delhi and a large number of passengers from Himachal travel by it to go to Delhi but the quota of reserved berths is very less from Una. I had requested to increase the quota. The railway officers told me that the quota of reserved seats has been increased from 32 seats to fifty but when I enquired about it at Una, I was told that instead of increasing the quota of berths, it has been decreased. My submission is that the number of berths should be increased.

Bhanupali-Bilaspur New Railway Line: The survey work of this line has been completed and Satluj Ghati Railway Corporation has been setup for its construction. As the hon. Railway Minister is aware that Cement stones are available in abundance there which will not going to exhaust even for thousands year. There are big possibilities of setting up of Cement Industry there due to availability of Cement stone reserves in abundance there and the cement industries are being set up there due to it. Big industries like, A.C.C. Cement and Gagal Cement have been set up there and some more cement based industries are being set up but due to absence of railway line the vast reserves are not being exploited and utilised for the benefit of the nation. Therefore, my submission is that this work should be undertaken by the Railways itself instead of the corporation set up with the participation of the cement industry, the State Government and the Railways so that it can be completed soon. With the availability of railway facility soon the state would go for development and there would be an all round progress of the nation. My submission is that the construction work of Bhanupali-Bilaspur railway line should be undertaken by the railway Ministry itself.

Costruction of Una-Talwara railway line *via* Una-Pong dam Dadasiba-Dehra-Jwalamukhi: Construction of this railway line is very much important in the interest of the country and the State. It is not justified to say by the Railways that 600 crore rupees would be spent on it. Expansion of railway in Himachal Pradesh has been negligible since independence. Except the Nangal-Una railway line not even a single new railway line has been laid in Himachal Pradesh. If the share of railway budget for Himachal Pradesh is esstimated for the last 50 years then it would come to thousands of crores of rupees. Himachal Pradesh has been deprived of from the point of development of railways all these 50 years. If one or two new railway lines are laid there then there should be no hitch. The Railway Ministry should spend more in the states which are lagging behind from the point of railways instead of spending in the States wherein already a lot of development and expansion have been made.

Computerised Railway Reservation Centre in Hamirpur-H.P.: I had raised the issue of setting up of a computerised railway reservation centre in the district headquarters Hamirpur of Himachal Pradesh during the last Lok sabha also and the then Railway Minister Shri Ram Naik ji had counducted a survey with regard to the setting up of this centre and on finding that it is necessary, he decided to set up it but he put the condition of providing free space for the office by the State Government which was accepted for the Chief Minister of Himachal Pradesh, Shri Prem Kumar Dhumal and the land was made available free of cost for this purpose

but no progress has been noticed with regard to the setting up of it by the Railway Ministry.

Mumbai-Kalka Train: This train was introduced on experimental basis during the last season which had been successful. Now it should be run on regular basis.

Changing the Delhi arrival time of Shatabdi Express and Himalayan Queen: I have written a letter to the hon. Minister in this regard. The then Railway Minister Shri Nitish Kumar ji, during his Shimla stay had assured the representatives of the hoteliers and the local residents in this regard.

Laying of new railway line between Ranital and Naina Devi in district Bilaspur, Himachal Pradesh: I had raised the issue under rule 377 on 14.12.99 in the House but the Railway Ministry did not think it proper to ponder over it due to paucity of funds as 500-600 crore rupees were required. Otherwise, the assurance was given to wait till the resources improve and the ongoing works are completed.

My Submission is that all the eight works mentioned above are absolutely necessary which would be completed at the earliest. Some of these works can be done with the minor changes and the Railway Ministry would not have to spend much. Funds would be required for laying of new railway lines which is negligible if it is calculated on the basis of Himachal Pradesh's share during 50 years of independence. I do not merely hope but have full faith that my submission would be accepted.

*SHRI DILIPKUMAR MANSUKHLAL GANDHI (Ahmednagar): Mr. Chairman, Sir, I heartily congratulate the Hon. Minister for presenting the Railway Budget without imposing any burden on the passengers. Within a short span of four months you presented a very good Railway Budget. Alongwith starting new trains, priority has also been accorded to passenger safety, strengthening of tracks and other projects in the Railway Budget. This has created confidence in the common passengers about the Railways. Communication plays a pivotal role in the progress of the country. Better communication facilities accelerate tempo of development. Railways have a lion's share of the communication facilities of the country. Railways link different regions representing different cultures. I feel that Railways should provide more facilities to the passengers. If more trains are introduced and better facilities are provided, Railways can control accidents and pollution while approaching the 21st century.

The Railway Budget, which is very good from the point of view of common passengers, hardly accommodates Maharashtra. Except a train on the pattern of 'Palace on the Wheels' no new train has been introduced in Maharashtra. Hon. Minister took a lead in organising a meeting of MPs from Maharashtra in 'Maharashtra Sadan' on 16th December, 1999. Railways have always given a raw deal to Maharashtra. However, some of the works for which a provision has been made in the Railway Budget include completion of new Karjat-Panvel broad gauge line with electrification of the track by 31st December, 2002, Amaravati-Narkhed, Ahmednagar-Beed-Parali-Vaijnath-250 kms railway line and Lalitpur-Satna, Riwa-Singrauli and Kopargaon-Shirdi-Baramati-Lonand railway line. However, the Railway Budget does not mention the time, which would be required for completing these railway lines.

*Gauge conversion: The Budget mentions only Miraj-Latur section. The work upto Pandharpur has been completed by February, 2000.

Doubling: Only 5 sections have been taken up for doubling. Doubling od Daund-Manmad section of Central Railway alongwith other important lines is very essential. The doubling work, which has been taken up this year also, found place in the previous Railway Budgets and provision was made in those Budgets also. Last year Shri Nitish Kumar, the then Railway Minister, had assured doubling and electrification of Daund-Manmad section in his speech. It was expected that some provision would be made in this year's Budget. I hope that provision will be made at least in the supplementary demands for grants.

MPs from Maharashtra were very happy about your holding the meeting in 'Maharashtra Sadan'. We had hoped that after the neglect by the Railways, justice would be done to the State of Maharashtra. There are many problems relating to the Railways in Maharashtra. Doubling, renovation of railway stations, sruvey of new railway lines are the areas which need to be considered in my opinion.

Ahmednagar has been neglected in spite of being on Daund-Manmad section. I would like to make a few suggestions in this regard for consideration in the supplementary demands for grants.

Doubling and electrification of Daund-Manmad section is very necessary. The then Railway Minister Shri Nitish Kumar had mentioned this in his Railway Budget speech for 1999-2000. But no provision has been made in the Railway Budget for 2000-2001.

*Speech laid on the Table of the House.

*Translation of the speech orginally in Marathi laid on the Table of the House.

[Shri Dilipkumar Mansukhlal Gandhi]

The British had surveyed Shreerampur-(Belapur)-Nevasa-Shevgaon-Paithan railway line in 1922 and started the work. Some levelling work has been done in Shevagaon Taluka.

Parali-Vaijnath-Beed-Ahmednagar railway line and Pune-Ahmednagar-Aurangabad railway line are pending for several years.

I have already written to you about starting two new trains, *i.e.*, Sai Express and Pune-Jaipur. Sai Express would be convenient for going to Mumbai from Manmad *via* Kopargaon-Shreerampur-Ahmednagar. If the train leaves Manmad at 8 PM, pilgrims can leave Shirdi after 'arti' by this train. This train will also help 50 lakh of daily commuters who go to Mumbai.

I have already written to Shri G.M.C. Balayogi, Hon. Speaker, and Shri Laxman Bangaru, Hon. Minister of State for Railways, in this connection.

If better railway facilities are provided to ahmednagar, it will lead to development of this city. The fort where Pandit Nehru was imprisoned is located in Ahmednagar. Shirdi, Shingnapur are also nearby. All these places have tourist potential. If railway line is laid, Ahmednagar can become important tourist centre. I request that provision for the above work may be made in the supplementary Budget.

I thank the Railways for providing computerised railway reservation facility at Shirdi, the most important pilgrim centre in Ahmednagar District.

There are large number of huts along Harbour railway line in Mumbai which causes enormous disruption to railway traffic. I thank the Railway administration for taking the bold step of removing these huts. Huts led to delay of trains, accidents, stoning of trains, permanent disability to several passengers, etc. But because of the tough stand taken by the Railways, passengers have been spared of the impending accidents. I also hope that the Railway administration would take tough stand in future about removing encroachments along the railway lines and around the railway stations. As a seqeul of the meeting which was held in 'Maharashtra Sadan', 50 issues were suggested regarding Maharashtra. But except Diva-Panvel section doubling, no provision has been made in this Budget regarding any other proposal.

Important projects in Maharashtra: (1) Conversion of Latur-Miraj Section to broadgauge was sanctioned in 1992-93. Provision was made in the last year's Budget for conversion of this 361 kms railway line. But the allocated amount was not utilised fully. As this line connects Vidarbh and Marathwada, it is necessary to complete the doubling of this section as early as possible.

(2) Panvel-Karjat line

Acquisition of land has been completed for this 28 kms railway line. If this railway line is completed, it will save a lot of time of passengers going to Mumbai.

(3) Sreerampur-Nevasa-Shevgaon line

The British had sanctioned this railway line in 1922. Land has been acquired and some levelling work has been done. But there is no further progress of this railway line. I have already written to Hon. Railway Minister, Mamata Banerjee, Hon. Minister of State for Railways, Shri Bangaru Laxkamn, and Hon. Speaker, Shri G.M.C. Balayogi, in this regard.

(4) Parali-Vaijnath-Beed-Ahmednagar line

The above work is also pending for a long time. This is a line, which would connect Marathwada and Western Maharashtra. Work of some railway stations has started on this section.

(5) Poorna-Akola-Khandva broadaguage line

This route is Secunderabad to Delhi *via* Kochiguda-Nanded, Poorna-Akola, Khandva-Ajmer-Delhi. The work on Secunderabad-Poorna and Ratlam-Delhi lines has been completed. However, Poorna-Akola-Khandva section broadgauge covnversion has not been done. Many a time 'Bhoomi Poojan' has been done but the wrok has not been done.

(6) New Railway line Amravati to Nanded

This railway line of 138 kms was sanction in 1993-94. About 50 crores of rupees are required for completing this railway line. This line is must for the development of Vidarbha.

(7) Gondia-Jabalpur line broadgauge conversion

The gauge conversion of this line is sanctioned. But no budgetary provision has been made for this work.

New Railway projects in Maharashtra:

(1) Matheran to Aman Lodge railway line-this railway line which will cost 26 lakhs of rupees will provide good facility to tourists coming to Matheran.

(2) Dahanu-Nasik railway line-this line is very important from the point of view of farmers and *adivasis*.

(3) Kolhapur-Pune-new broadgauge line-the number of passengers has increased on this route. This route is important for farmers and for transportation of industrial goods. The survey of this line has already been done.

(4) Manmad-Indore railway line-this railway line *via* Dhule and Nardhana is important for industrially backward area of Dhule District and Madhya Pradesh. This line has already been surveyed.

(5) Doubling of Bhusaval-Surat section-the survey has been done. As the volume of traffic is very large on this section, the doubling of this line is very necessary.

(6) Doubling of Daund-Manmad section-the traffic is very heavy on this section too. As this is a single line, many express trains are delayed on this route. Alongwith doubling, electrification of this line is also very necessary.

Among the new railway lines, Pune-Ahmednagar-Aurangabad railway line is important. This line has been surveyed. Similarly, Pune-Nasik, Pandharpur-Deogad, Pandharpur-Lonand, Beed-Gaverai-Aband, Jalna-Bhokardan-all these railway lines have been surveyed. But the work has not commenced.

Nagpur to Nagabhid, Nagpur to Chindwad, Ranjangaon to Chandrapur, Bhandara Road to pavani, Vadgaon to Pavani Road, Umred to Chandrapur-all these railway lines in Vidarbha need to be converted into broad gauge. Independent survey should be conducted for these lines and funds should be provided for conducting survey of these lines.

Fly over bridges

Alongwith new railway lines, fly over bridges should be constructed on the railway lines on which heavy vehicular traffic is there.

1. Neral Railway Station
2. Mahadik Colony-nearly 2 kms from Kolhapur
3. Near Bhusaval Station
4. Near Nandurbar Railway Station
5. Rajpeeth-Amravati railway crossing
6. Khaparkheda (Distt. Nagpur)
7. Butibori industrial town-25 kms from Nagpur on Vardha Road
8. Lonaji, Khopoli, Karjat-overbridge on the railway line near these cities.

New railway stations and platfroms

Beautfication of Amalner, Jalgaon, Bhusaval, Manmad, Ahmednagar and Igatpuri railway stations is necessary. It is necessary to extend the length of platforms of several railway stations in Madhya Pradesh. The length of Pooma, Basmat, Hingoli, Karjat, Valivde railway stations needs to be increased.

New Trains

Sai Express on Panvel-Howrah section-lakhs of devotees from various parts of the State and country come to Shirdi in Ahmednagar District. But there is no convenient train for devotees coming from Mumbai and Pune. That is why Sai Express from Manmad to Mumbai *via* Ahmednagar, Daund-Pune needs to be introduced.

(3) Pune-Jaipur

People from Ahmednagar and Pune have commercial and family ties with Jaipur. That is why Pune-Jaipur train should be started.

4. Mumbai-Nasik-new train-industrilisation of Jalgaon, Bhusaval is taking place very fast. Therefore, Khandesh Express should be started on Bhusaval-Mumbai section.

Detailed discussions have taken place on these proposals. But the demands made by MPs from Maharashtra have not been seriously considered. Alongwith these lines Manmad-Indore railway line *via* Malegaon Dhule, Nardhana, Shirpur, Sendhva-Dhamnod, Mahu needs to be completed at a fast pace. This railway line is going to save a lot of distance of several trains. The Railways may earn a profit of Rs. 218 crores every year after the completion of this railway line.

*SHRI P. MOHAN (Madurai): Hon'ble Chairperson, when Hon. Railway Minister was making stupendous announcements regarding new trains to be introduced, I was happy. I waws eagerly looking forward to her announcing about a new Madurai-Bombay direct train as her considered reply to a long pending demand from the people of Madurai and Southern Districts of Tamil Nadu. But I was utterly disappointed when there was no announcement to that effect. Later on I did contact the Railway Minister both over phone and in person. She cheered me with a kind of assurance that this would be included. I fervently hope that she would incorporate this in her speech while replying to the discussion on Railway Budget 2000-2001.

*Translation of the speech originally in Tamil laid on the Table of the House.

[Shri P. Mohan]

Howrah-Tiruchi Express has been extended upto Kanyakumari and an announcement has been made in this regard as though it is a new train being introduced. Similarly another announcement about introducing Nizamuddin-Coimbatore train has been made. But our long pending demands have not been met.

We have been demanding for a Madurai-Delhi direct train. There is no response. Dindigul-Ernakulam line *via* Bodi though projected earlier has not been mentioned this year. Rail link between Kottayam, Ernakulam *via* Madurai, Bodi is also a much reiterated need. So many such viable and easible ones have been left out. We have also been requesting consistently to provide us with a Railway link to Jodhpur either from Kanyakumri or Madurari.

It is strange and a hard reality that there is no train from Chennai to go to Maduari or other Southern Districts after 8 PM. Hence I urge upon you to run a new train from Chennai to Madurai leaving at 10.30 PM. You may take into consideration the needs of the travelling public. Hence you may run another day train like Vaigai Express from Madurai to Chennai.

I have been insisting upon you to go in for doubling the track between Chennai and Kanyakumari. You may take up this and make an announcement in this regard. As such there is a move to have double line between Chennai and Villupuram. As of now there is metre gauge railway line from Villupuram to Madurai alongwith the broadgauge line. Hence it would be a viable proposition to take up gauge conversion ensuring double line that too broadgauge railway line from Chennai to Madurai.

The length of metre gauge railway line in Tamil Nadu is 2500 kms. About 1050 kms of this are sought to be converted into broadgauge line. Even this gauge conversion project goes to a slow pace because of inadequate fund allocation. Not even once enough funds were earmarked in a year. This goes on. The total fund requirement would be Rs. 1200 crores but only Rs. 106 crores have been set apart so far. In this year 2000-2001 only Rs. 0.35 crores have been earmarked. This is not at all justifiable. Hence I urge upon the Railway Ministry to allot more funds to clear all the pending projects in Tamil Nadu. This has to be done judiciously.

With this, I conclude.

[Translation]

*SHRIMATI NIVEDITA MANE (Ichalkaranji): Madam Chairperson, I am thankful to you for giving me an opportunity to speak on the Railway Budget. It is my maiden speech. I have been elected from Ichalkaranji Lok Sabha Constituency of Maharashtra. I would like to draw the attention of the Railway Minister through you towards the railway related problems in my constituency. I urge upon the hon. Railway Minister to give a sympathetic consideration to my submission and assurance to fulfil these. Mahalaxmi Train running between Kolhapur to Mumbai should be made a superfast train or any other train should be introduced in its place.

Kolhapur to Miraz is an important railway line but the passengers have to face a lot of problems due to single track and there is huge rush in the trains. The trains fail to reach their destinations in time due to single track. Therefore, my submission is that this line should be doubled.

The number of daily passengers going from Jaisinghpur to Kolhapur is quite large. These passengers spend much time and money on their journey. My submission is that a shuttle train from Jaisinghpur to Kolhapur should be introduced so that both time and money of the daily passengers can be saved and the railways can earn more renenue.

Kolhapur to Miraj railway line should be electrified. There is heavy traffic on this line but due to absence of electrification the speed of trains remains slow and these do not even reach in time. Therefore, the said railway line should be electrified.

Madam, it takes 36 hours to reach Hazrat Nizamuddin from Goa. It is not easy to travel for such a long time and there can be no proper time for such a long distance train to reach the destination. Therefore the speed of this train should be increased so that it may take less time to reach Hazrat Nizamuddin.

With these words once again I thank you very much and hope the Railway Minister would give a sympathetic consideratin to my request.

*SHRI ARUN KUMAR (Jahanabad): Mr. Chairman, Sir, I would like to draw the attention of the Government towards some points through this House while putting forth my views on the Railway Budget. The Railway Budget for this year is people oriented. I would like to thank the hon. Minister on behalf of the people of the country and myself as well for it.

Mr. Chairman, Sir, the finance department should provide sufficient funds for track modernisation keeping

*Translation of the speech originally in Tamil laid on the Table of the House.

*Speech laid on the Table of the House.

in view the safety of the passengers as priority since Railways are the biggest transporting system of our nation. The whole population of the country is affected by it. Secondly, all the corporations in the railway department should be organised afresh. Do not affect its development by inducting the retired railway officials in it. Be that, RITES, IRCON or the Container Corporation, the natural development of the public sector is being affected by inducting officials from other organisations or retired officials. The same problem should be resolved and the Railways should be strenghthened by safeguarding the interest of the empoyees. If you wish to embark on the field of cmmunication, certainly you can but the expenditure can be curtailed by keeping it with in the Railways. Unnecessary expenditure on infrastructure should be avoided and the work can be done with the available infrastructure with the railways.

At the end, I would like to draw your attention towards a long pending scheme of my State. Doubling of Patna-Gaya railway line should be got done without wasting any more time. Delhi-Gaya-Howrah and Delhi Patna-Howrah 96 kilometers line should be doubled which is the shortest route between Delhi and Howrah. It is an on going Project but merely Rs. 10 crore were allocated for this purpose during the last financial year. Make available sufficient funds and this work should be completed soon.

*SHRI VIRENDRA KUMAR (Sagar): Mr. Chairman, Sir, hon. Railway Minister, Mamata ji has presented the budget in keeping with the sentiments of the people. I rise to support that. The announcement of the hon. Minister not to raise the fare and freight has been welcomed by the people of the country. Despite limited resources the Ministry is formulating schemes for the expansion of railway facilities. Those should be implemented effectively so that the railway passengers may not face any inconvenience. Attention needs to be paid from time to time towards the maintenance of the coaches of long route trains. Disparity can be seen in the bedding which is being provided to passengers of A.C. coaches in different trains. The pillow, which is being provided in the second class compartment is very small. The condition of the bathrooms of some airconditioned trains of long routes have become so much miserable that, these should be replaced immediately and these should be maintained properly. I myself have seen on 11th March, the A.C. II tier coach number 8380, 5/1 of 8237 down Chhatisgarh Express running between Bilaspur and Nizamuddin. These were damaged so much that on seeing that it appeared that no officer had inspected those coaches for long. The attention of concerned careless officers should be drawn towards this and direction should be given to immediately repair such coaches. Besides, the number of general compartments in all the long route trains should be increased so that the passengers who could not get reservation can also travel in these trains. Proper arrangements should be made for the transportation of raw material and priority should be given to fruits, vegetables and flowers etc. to unload them at the speified places as it is often seen that such items are unloaded to next junctions and not at the specified station and later on these are sent at the specified stations by some other train. In this whole process the railways have to bear unnecessary losses due to perishing of such items and both the businessmen and the consumer suffer in the bargain.

The railway land near the railway stations can be used commercially and efforts can be made to increase the income of the railways by this way throughout the country and this enhanced income would help in the expansion of facilities for the railway passengers.

Now I would like to draw the attention of the Government towards the genuine demands of the people with regard to the stations falling under my constituency. Bina junction which is the only junction of this division, has become an important station due to various reasons. India-Oman Refinery Limited is likely to be set up near Bina with the collaboration of the Oman Government. Anandpur Sahib is a famous pilgrimage centre near Bina. Pilgrims from every nook and corner of the country pay a visit of this place thrice a year of air is also organised at Anandpur Sahib. At the time of the fair various long route trains like Goa Express and Pushpak Express should be provided a stoppage here. Otherwise also the passengers going to Bangalore, Madras and Vishakhapatnam change the train at Bina station of Damoh and Sagar Parliamentary Constituency. Therefore, Goa Express, Pushpak Express and the newly introduced train between Bhopal and Lucknow, the Bhopal-Lucknow Express should be provided a stoppage here. Khurai is a big grain market. Agricultural equipments are being manufactured and marketed here. The Kamayani Express and Hirakund Express should also be provided a stoppage here. Recently Kamayani Express has been provided a stoppage at Pathria which is a smaller station than Khurai because of the people of Khurai have started feeling that discreminatory attitude is being adopted towards them. The 91 up and down passenger trains running between Kota and Bina which reaches Bina at 5 p.m. and after having a night halt there it leaves for Kota the next day at 9.45 a.m. that train should be extended upto Damoh. There is no passenger train for Sagar and Damoh from Bina after 12 p.m. due to which the passengers desirous to reach at various small stations between Bina, Sagar and Damoh have to face a lot of problems. The

*Speech laid on the Table of the House.

[Shri Virendra Kumar]

passenger train can leave for Damoh at 6 p.m. from Bina and after night long halt at Damoh it can leave for Kota at 6 a.m. so as to reach there at 9.45 a.m. Besides it, the Damoh-Kota shuttle which steams off from Sagar at around 7.20 remains stationed near Khurai which is a place where no eatable is available for the passengers and they are unsafe also. It reaches at Bina around 12 midnight. This train can be taken at platform number 5 after the departure of Bina-Itarsi train from Bina. There has been a continuous demand for the last 15-20 years to provide stoppage of Sadan Express at Mandi Bamora. There is about 30 minutes run between Bina and Bhopal. Therefore keeping in view the interest of the businessmen, students and employees here, Sadan Express should be provided a halt at Mandi Bamora. Likewise earlier Pathankot Express and Utkal Express used to have stoppage at Kasenda and Ganeshganj stations respectively which was withdrawn later on. Passengers from more than fifty villages used to travel from both of these stations. Therefore, these trains should be provided a halt once again. It has been announced that Bhopal-Rajkot train would be extended upto Jabalpur twice in a week. We welcome it and demand that it should be run twice a week via Jabalpur, Katni, Damoh, Sagar, Bina and Bhopal. Patna-Surat train should also be run via Katni, Bina and Bhopal thrice in a week. The railway crossing for going to the station from Bina City remains often closed while the station is very far. Therefore there is a need to construct an overbridge here. An overbridge should also needs to be constructed at the double line going towards Agasod refinery.

[English]

SHRI AMAR ROY PRADHAN (Coochbehar): Mr. Chairman, Sir, through you I would like to congratualte the hon. Railway Minister for introducing the railway ticket of Rs. 15 for the poor people of our country. Those who are vendors, those who are agricultural workers and those who are daily wagers have been benefited much from this. A culture has been developed in our country as if the train is everybody's maternal uncle's property. So, they think they have got a right to board the train without ticket. Thus, the number of ticketless travellers has been increasing more and more in the country for the last 50 years. I do not know when it will stop. But from the Railways' side, an honest attempt has been made. I hope it will create an atmosphere which will ultimately force the people to travel with tickets, and a habit will grow that there should not be a traveller without ticket in the train....*(Interruptions)* Whatever it may be, Northern region is not a small area as you think.

So, there are ticketless travellers. The tickets you have introduced will benefit those people who are earning below Rs. 400. In this connection, I would like to appeal to the hon. Railway Minister and it is my suggestion also that let it be applicable to those who are living below poverty line. Thos who are in BPL should have this facility. The income limit should be raised to Rs. 800.

Mr. Chairman, Sir, so many questions have been raised in this House, Sir, you know you are also a very senior Member in this House. I, as the senior-most Member in this House, always have raised the issue relating to North-Eastern region and North Bengal which are within the jurisdiction of N.F. Railways. If you go through the railway map, you will find that this is the most neglected railway line in the country. So many Members have been asking they want double line; they want new railway line; they want electrification; and they want conversion, but we the people of North-Eastern region and North Bengal have been saying that we would like to have trains because we cannot board in the few trains. Yes, there are a few trains. We cannot board in those trains.

Even from Kerala, you may avoid one route or the other. Even from Kolkotta, you may avoid one route or the other. If you go through the geographical position of that area, you will find that in the area of North-Eastern region and North Bengal, you cannot avoid Siliguri and New Jalpaiguri. This is the position. This is the bottleneck of that region. If you like to develop North-Eastern region, by which way you will develop it? How will you develop it? Then flying train would be necessary. Then, some aircraft would be necessary. We would like to have train because of the fact that we have no other option. We like the train because of the fact that we like to have foodgrains. We would like to have other materials. For this purpose only, at least, after a gap of 50 years, the hon. Railway Minister and the authorities concerned have appreciated this position and have thought about introduction of a new railway line from New Maynaguri to Jogighopa *via* Golak Ganj, Bilasipara and so on.

On the other day, my friends from Assam were trying to say that nothing had been given. I would like to ask the Members from Assam very clearly, whether it will help them or not?

I have political differences with Kumari Mamata Banerjee. She belongs to one Party and I belong to another Party. However, she has got courage to pick up a new railway line which was not there for the last 50 years. I would like to thank her for this purpose. I wish to point out that She is *Gandhiwadi* and myself *Subhashwadi*.

In this connection, I would like to say that though it is a new railway line, only Rs. 6 crore has been allocated for this purpose. The project cost is Rs. 733 crore. However, the money allotted is only Rs. 6 crore. It will take a long time. Therefore, I would request the hon. Minister to increase the amount in the Supplementary Budget for this line.

Sir, I would like to point out another important thing. The New Malbazar to Changrabadha railway line was washed away during the last devastating floods of 1968. The hon. Minister has put this railway line in the Budget proposals. I would like to thank her for introducing this new railway line in the Budget. But I am sorry that no money has been allotted for this purpose. I hope she will provide money in the Supplementary Budget.

I have a few more requests. There is a super fast train between Sealdah to New Jalpaiguri. Please extend it up to New Coochbehar and make it a daily train. There is another train, North-Bengal Express, which has been introduced long back. Please make it a daily train. The Mahananda-Sikkim Express train from Delhi to New Jalpaiguri may be extended up to Haldibari. In Haldibari, there is a pit facility, water facility, etc. So, I request the hon. Minister to extend the Mahananda-Sikkim Express from Delhi to Haldibari *via* New Jalpaiguri. The Aliporedwar-Siliguri superfast train may be extended up to New Coochbehar.

I wish to point out that we used to travel from Siliguri to Calcutta *via* Bangladesh directly before partition. So, I would request the hon. Minister to make negotiations with the Bangladesh Government so that a train may be introduced from Siliguri to Calcutta *via* Haldibari-Chillahati-Parbatipur-Iswardi-Paradah to Calcutta. It will take much less time because of the fact that before partition from Siliguri to Sealdah, we used to board the train at 9 p.m. and reach Calcutta at 6 a.m. At that time, there was no diesel engine and tracks were not so good. There was only a single railway line. Now, if you introduce this train, then within six hours the people of North Bengal will reach Calcutta.

Lastly, Railway Budget means not only the running of trains, but the Railway Budget means that they will have to perform so many social services. For this purpose, in this Railway Budget, we have asked more funds from the General Budget, but a very meagre amount has been sanctioned. I hope that the hon. Minister of Finance will allot more money in the Railway Budget.

Sir, with these few words, I thank you very much for giving me this opportunity to participate in the Railway Budget.

SHRI PRABHAT SAMANTRAY (Kendrapara): Mr. Chairman, Sir, very many thanks for giving me an opportunity to participate in this Budget presented by the Railway Minister.

The Railway Budget presented for this millennium has given many directions to correct the system and bring back the derailed developmental projects to a correct line. Also, attempts have been made to generate new resources of revenue for the Railways. While looking for all these things, many of our friends have also praised the Railway Minister for giving a new direction to the Railways. But I am afraid, I have a different opinion to make, so far as my State Orissa is concerned, so far as the Railway Budget taking care of the genuine problems of the Orissa people is concerned and so far as the revenue generated through Railway projects for the national exchequer is concerned.

In 1843, the Indian Railway system started functioning, connecting Mumbai and Thane, and by the end of the century, the Railways covered 62,800 route kilometres. It was 62,729 kilometres by the end of 1998. While we are saying that the Railways have achieved so much, but in the last two years, the Railways have added only 71 kilometres to what existed in the year 1998. It does not speak high of the budgets that have been approved by the Indian Parliament. The State of Orissa, which I represent, has got only 2,200 kilometres, out of which 1,400 kilometres were spread during the British period. If comparison is made considering both the route kilometres of the country and the route kilometres spread in Orissa, it comes to about 12.86 per thousand square kilometres of Railways route in Orissa. In the adjoining States of Orissa, the average achievement is 19 kilometres per thousand square kilometres. To specify this ratio, it is 30 kilometres per thousand kilometres in Bihar and 43.1 kilometres per thousand kilometres in West Bengal. In the last two years the ratio has been increased to add to the existing route kilometres in the adjoining States and the benefit goes to the incumbent Railway Ministers in succession, representing both the States.

After the super cyclone has done away with the life and property on a massive scale, rendering one and a half crore people roofless, with no means to sustain, it was expected by the people of Orissa, more so by us, the representatives representing the State and also being the partners of NDA, that a massive railway construction work will be taking place in Orissa so that these people will be provided with work and the projects will come up very fast to cater to the needs of the nation.

It is most unfortunate to mention here that we have to be satisfied that wishes are not horses to look after the just and genuine demands of the people of Orissa.

[Shri Prabhat Samantray]

Madam Railway Minister, whereas your name is Mamata, I feel that the same Mamata has not been shown to the people of Orissa in your budget.

We have been, for several decades, demanding for new projects, completion of new lines, enhancement of frequency of Rajdhani Express, reducing the running time of Purushottam Express and Puri Express and setting up of a zonal headquarters at Bhubaneshwar. In this regard, the Orissa Assembly has unanimously adopted a Resolution and presented the same to the hon. Prime Minister and the Minister of Railways, Government of India. On every occasion, the assurance remains an assurance only.

To substantiate my submission, I would like to make a comparison in the matter of railway route development for the last 20 years and would like to draw the attention of the hon. Minister of Railways that I am not arguing for the sake of argument to prove this is a sheer negligence, apathetic and stepmotherly attitude towards the people of Orissa. You look at the net route spread during the last 20 years in different States *vis-a-vis* the State of Orissa. From 1980 to 2000, Orissa has got only 20 kilometres which, in absolute terms would be an increase of around 1.6 kilometres whereas West Bengal has got 120 kilometres which, in absolute terms would be an increase of 13.2 kilometres. The corresponding figures for Andhra Pradesh are 22.9 kilometres and 228 kilometres; for Madhya Pradesh 20.4 kilometres and 151 kilometres, for Uttar Pradesh 15.7 kilometres, for Kerala 11.1 kilometres, for Tamil Nadu 10.2 kilometres and for Assam 12.7 kilometres. If this being the fact and not interpreted as negligence in respect of Orissa, then I am afraid that 'negligence' should be interpreted in some other way.

After the super cyclone, the seriously hit twelve coastal districts had five on-going railway projects. We expected that there will be an allotment of funds and there will be massive work undertaken there so that the peope who are running away from their houses for finding jobs somewhere else to earn bread for themselves and for their family will not leave and will remain there. But, unfortunately, the allocation has been reduced. I shall name these five projects. First one is the Haridaspur-Paradip project. It is a project that will help not only the people of Orissa but will be helping the national exchequer. If I correctly place the figures here, several tonnes of iron ore and cooking coal for the steel industry are imported through the Paradip port. The cost of import of iron ore for the mines will be reduced by seven rupees per tonne. This is not just a small figure for the national exchequer.

MR. CHAIRMAN: Please conclude now.

SHRI PRABHAT SAMANTRAY: Sir, I am concluding....*(Interruptions)* Other hon. Members have been given 5-8 minutes.

The important projects are doubling of Cuttack-Paradip railway line....*(Interruptions)*

MR. CHAIRMAN: I am calling the next Member.

SHRI PRABHAT SAMANTRAY: Sir, I am representing a Party.

MR. CHAIRMAN: I know that. The time is very short. There are several other hon. Members who wish to speak. We may have to sit the whole night.

SHRI PRABHAT SAMANTRAY: Sir, the other important projects are construction of bridge over river Mahanadi, gauge coversion of Nuapara-Gunupur and Rupsa-Bangiriposi sections. Apart from these projects, we have been demanding setting up of a zonal headquarters at Bhubaneshwar. It has been inaugurated on 8th August, 1996 by the then hon. Prime Minister. Officers are going there. But, I am afraid, the way the allocation is being made for this zonal headquarters, it will take a long time.

MR. CHAIRMAN: Shri S.D.N.R. Wadiyar to speak now.

SHRI PRABHAT SAMANTRAY: Sir, I am concluding.

MR. CHAIRMAN: Before Shri Wadiyar starts speaking, Shri S. Ajaya Kumar wants to lay his speech on the Table of the House. He is permitted to do so.

SHRI PRABHAT SAMANTRAY: Sir, the allocation for the zonal headquarters has been reduced.

MR. CHAIRMAN: Shri Veerendra Kumar wants to lay his speech on the Table of the House. He is permitted to do so.

SHRI PRABHAT SAMANTRAY: Sir, the allocation for this zonal headquarters has been reduced from Rs. 4.95 crore to Rs. 30 lakh.

MR. CHAIRMAN: I have now called the next speaker. Whatever you want to say, you can lay on the Table of the House.

SHRI PRABHAT SAMANTRAY: Sir, I want an assurance from the hon. Minister....*(Interruptions)* I may be given some time.

MR. CHAIRMAN: I have given you more than 15 minutes.

20.00 hrs.

SHRI PRABHAT SAMANTRAY: Please give one more minute to me. I will conclude.

MR. CHAIRMAN: Okay.

SHRI PRABHAT SAMANTRAY: Sir, I need a specific assurance from the hon. Railway Minister as to what she is going to do with the East Coast Zone and whether it will remain as it is or it will be implemented. Hajipur-jhajpur Zone, which was opened after Bhubaneshwar, has been notified, but Bhubaneshwar has not yet been notified. So, I need a specific assurance from the hon Minister so far as this East Coast Zone is concerned.

*The survey for this railway line has been completed since long. It is needless to mention here that Puri-Konark line has got tremendous tourist potentiality. Since the Railway Minister has stated in her budget speech she is going to have a tourist package in railway system, it is requested this new line should be included in the revised budget for the benefit of large number of tourist coming to Puri and Konark from inside the country and abroad.

Suggestions:

Presently, Rajdhani Express between Bhubaneswar & New Delhi runs twice in a week only. Frequency should be increased to at least four times a week. Most of the Rajdhani Express between State capitals and New Delhi are running on daily basis.

Last year, a new train was introduced between Bangalore-Visakhapatnam. Already there is a large number of trains to South from Visakhapatnam, whereas there is no direct train between Bhubaneswar and Bangalore. Therefore, the above train should be extended from Visakhapatnam to Bhubneswar. A lot of people from Orissa go for medical treatment as well as to pursue academic courses.

In the budget speech Hon'ble Minister for Railways mentioned that the Railways *Catering & Toursim Corporation* will be started from April 2000. Given the potential of Orissa and Eastern India in tourism. The Regional Office for Eastern India should be open at Buhaneswar.

One more direct train from Bhubaneswar to Mumbai is inescapable keeping in view the large number of passengers going to Mumbai for business as well as medical treatment. A new train may be introduced from Paradip via Cuttack, Sambalpur, Jharsuguda, Bilaspur & Nagpur. This train should run on the Talcher-Sambalpur line which is presently under utilized.

Population of Bhubaneswar is increasing rapidly and there is a lot of demand for additional trains in various directions. The Coaching terminal, which is located next to Bhubaneswar Station does not have any scope for expansion. Therefore, it is imperative that a new satellite coaching terminal on the lines of Santragachhi (South Eastern Railway) & Tikiapara (Eastern Railway) should be sanctioned within a radius of 10 kms. from Bhaubaneswar.

Though allotment of funds are sanctioned separately for Daitari-Bansapani & Haridaspur-Paradeep taking them as two separate projects but they form an alternative route for movement of Iron Ore. Therefore, both these projects should be taken as one and accordingly, Haridaspur Paradeep should be given due importance. Allotment of funds should be increased from Rs. 1 Crore to at least Rs. 15 crores for this project.

It has been indicated in the budget that Rs. 23 crores is alloted for Angul-Sukinda line whereas the actual allotment of fund is only Rs. 1 Crore, rest to be arranged under the BOLT (Build Own Lease Transfer) Scheme. Though BOLT scheme was launched with a lot of fan fare by the Railways 3-4 years back, it has never been success. Angul-Sukinda project has a rate of return of 24% therefore, it is imperative that the actual allotment of the funds may be increased to Rs. 20 Crores in order to expedite the project.

Lanigarh-Junagarh project was meant to open up, backward areas of Orissa, therefore, it was inaugurated by them Prime Minister, Shri P.V. Narasimha Rao. Unfortunately the progress is very slow due to paucit of allotment of funds. In the current year an amount of Rs. 2 Crore only has been allotted. This has to be increased to Rs. 20 Crores.

MR. CHAIRMAN: Shri S.D.N.R. Wadiyar.

SHRI S.D.N.R. WADIYAR (Mysore): Hon. Chairman, the Railways have been described as the lifeline of the nation.

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*This part of the speech was laid on the Table of the House.

[Translation]

SHRI PRABHAT SAMANTRAY: Mr. Chairman, Sir, I want to lay the rest of my speech on the Table of the House.

MR. CHAIRMAN: All right.

20.01 hrs.

(SHRIMATI MARGARET ALVA *in the Chair*)

[English]

SHRI S.D.N.R. WADIYAR: Though the Budget Estimates have been increased for the year 2000-2001 to Rs. 11,000 crore over the Revised Estimates of Rs. 8,965 crore for the year 1999-2000, a uniform plan for development of Railways, various infrastructures, gauge conversion, modernisation of railway lines and automation of railway booking, signal, warning system etc. has not been undertaken, as suggested by Justice Khanna Committee. Justice Khanna Committee suggested modernisation of railways by spending at least Rs. 15,000 crore over a period of five years. But unfortunately, this job of paramount interest has not been undertaken and has been put on the back burner.

The financial health of the Railways portends a very tough fall ahead as it reflects that the steep hike in the operating ratio is an all-time high. It is 98.8 percent which means for every one hundred rupees earned, Rs. 98.80 go towards maintenance and administrative expenditure.

It is unfortunate that the payment of dividend amounting to Rs. 1,500 crore which was to be paid has been deferred. I would also like to submit that the Minister plans to raise revenue, to meet the Annual Plan outlay, through budgetary support of Rs. 3,440 crore, market borrowing of Rs. 3,660 crore and balance of Rs, 3,762 crore through internal resources and mobilisation from non-traditional resources. The year is projected to end with a surplus of Rs. 1,176 crore after deferring the devidend that had to be given to the Centre. The dividend deferred and the erosion of the Rail Fund balance to Rs. 253 crore would adversely affect the Centre's fiscal deficit.

The Minister plans to raise Rs. 600 crore by way of additional resource mobilisation through freight rate hike which in my opinion is very high. An increase of freight by five percent on all commodities excepting essential commodities and urea, and seven percent on parcel services is very high. I personally feel that it is likely to have a cascading effect.

Madam, I further submit that I personally feel that additional freight traffic of 25 million tonnes is going to be difficult and an uphill task to attain because the Railways do not have enough carriages. Further, the service by the Railways is also not adequate and satisfactory and getting carriages or wagons is also very difficult.

Probably, the Minister is finding her heet in the buoyancy of the economy, but buoyancy in the economy is not adequate to help the growth of the targeted volume. Trade and industry must be prepared to offer cargo for movement, and the Railways have to have the adequate infrastructure to deal with. It is necessary to know that though the economy has grown, the share of the Railways has fallen.

Next, there is no sufficient number of wagons to achieve the projected growth in Railways' share, from 40 percent to 50 percent, in the next ten years. However, the Minister has not shown what goods she is targeting to achieve this objective.

The Minister proposes to procure 23,000 wagons in terms of four-wheel units in the fiscal year 2000-2001. But how much will this materialise? This is something that has not been spelt out. The Railways have planned to acquire 18,250 wagons including 2,000 from their own workshops. But they have placed orders for only 10,000 wagons.

In regard to freight movement, the Railways, for the past few years, have been placing more and more bogey wagons with a payload factor of two-and-a half times of four-wheel units. Even if the targeted 23,000 wagons are acquired, it is never possible to move something like 25 million tonnes. There will be a shortfall. Only 15 million tonnes of freight movement will be there, and the balance 10 million tonnes will have to be moved using old wagons.

Further, no one knows about the health of the wagons that are already with the Railways. Some wagons are not bad to be condemned, but they are neither good enough to give the required efficiency. I would like to further submit that the efficiency declines over the years, and old wagons cannot be equated with the new wagons. I feel, it will be very difficult to move the estimated freight of 25,000 tonnes. How does the Minister propose to improve the efficiency of the existing fleet? What would you do to increase the number of wagons from 18,000 that you have planned to acquire to 25,000, even if the required support is given by the industry and trade for the movement of goods by cargo? Is it possible to do so without improving the infrastructure? The infrastructure has to be improved, especially or "roll-on and roll-off scheme"

that the Minister has proposed. Infrastructural support at loading and off-loading stations has to be provided.

It looks that the Railway finances are in a mess. The Railway Depreciation Revenue funds have declined and dwindled to Rs. 76.22 crore in the year 2000-2001 against Rs. 676.72 crore in the year 1998-99, and Rs. 1368.96 crore in the year 1996-97. The funds are used for maintenance of assets, and paucity of funds will definitely be a handicap in the maintenance of assets. Similarly, the closing balance of the capital funds would decrease to Rs. 62.89 crore for the year 2000-2001, against Rs. 2,622.8 crore for the year 1998-99.

So, the Railways have rupees one thousand crore as outstanding to the various Electricity Boards. How does the hon. Minister plan to meet this expenditure? This trend could only be reversed by upgradation, automation and modernisation of the Railways. In the next five years, I think, the hon. Minister should take necessary initiatives to go ahead with the modernisation of the Railways.

Madam, Chairperson, I would be failing in my duty if I do not say anything about my Parliamentary constituency. Mysore railway station has not been upgraded in the last 100 years. There is a need for three platforms and at least two metre gauge platforms are required to be converted into broad gauge platforms. There is also a need for an overhead bridge at the southern end of the railway line.

MR. CHAIRMAN: You should write to the hon. Minister and give her the entire list of jobs to be done in Mysore.

SHRI S.D.N.R. WADIYAR: Yes, Madam, Chairperson, I shall write to the hon. Minister. The Mysore-Chamrajnagar broad-gauge line is very essential. A new metropolitan Chamrajnagar line has been raised. The booking offices in the railway station would have to be increased. At present, there are three counters which are not adequate. So, I would like to request the hon. Minister to do something in this respect.

Madam, Chairperson, lastly I would like to submit that Mysore-K.R. Nagar to Kushalnagar line is also very important. They newly constructed K.R. Nagar railway station was inaugurated by the then Prime Minister of India, Shri H.D. Deve Gowda. It has all the amenities. However, whenever people want to buy tickets from K.R. Nagar for Mumbai, they can get it from K.R. Nagar but there is no facility for buying the return tickets for Mumbai from K.R. Nagar railway station. People would have to buy the return tickets from mysore by spending extra money. I would appreciate if the hon. Minister could take note of this and see to it that computer terminals at the K.R. Nagar railway station are linked with Mumbai for purposes of purchasing return tickets also.

*SHRI S.S. PALANIMANICKAM (Thanjavur): Mr. Chairman, Sir, I thank you very much for giving me this opportunity to speak in this august House regarding the discussion on the Railway Budget for the year 2000-2001.

I submit the following demands for my constituency (Thanjavur) and Tamil Nadu;

(1) To extend Rock Fort Express up to Thanjavur.

(2) To introduce new train from Thanjavur to Madurai by broad gauge.

(3) To reintroduce Coimbatore train from Thanjavur.

(4) Allocation of funds from Rs. 3 crore to Rs. 10 crore for BG conversion of Thanjavur to Nagoor may be enhanced.

(5) To allot more funds for Thanjavur-Villupuram Gauge conversion.

(6) To speed up Thanjavur platfrom renovation work.

(7) To sanction fly-over bridges in Thanjavur-Pattukottai Road and in Villupuram-Panruti Road.

I request that the Government should provide extra budgetary support to the Railway Department.

*DR. RAM CHANDRA DOME (Birbhum): Sir, at the outset, I would like to say that there should not be any hike in freight charges. The Railways shuold not be privatised. It should fill up the vacancies of different posts that exist in different Railways immediately. The Railway safety should be given first priority.

I would now request the hon. Railway Minister to take up the following projects. The doubling work of the railway line in the Khana-Sainthia stretch under Sahibganj loop line of the Eastern Railway should be expediated and adequate allocation should be made for the time-bound completion of the project. Electrification programme should be taken up in this section immediatley.

Next, technical and economic survey work of the doubling project on Andal-Sainthia section of the Eastern Railway is to be completed soon. Electrification of this route is also to be taken up simultaneously. Moreover,

*Speech laid on the Table of the House.

[Shri Ramchander Dome]

upgradation and improvement of the Suri railway station under Asansol Division of the Eastern Railway should be taken up immediately. A new railway line is to be constructed from Mallarpur station to Panchami-Hatgatcha mining area under the Eastern Railway.

Now, I come to gauge conversion. Conversion of narrow gauge into broad gauge from Ahammadpur Junction to Katwa Junction under the Eastern Railway is to be taken up soon. Further, new trains are to be introuced soon. One express train should be introduced starting from Howrah to Rampurhat via Andal Junction-Suri in the early morning is reverse direction of Mayurakshi fast passenger train. Moreover, one epxress train is to be introduced-and also restored-from Sealdah/ Howrah to New Delhi/Delhi *via* Sahibganj loop line. Further, one D.M.U. service is to be introduced soon from Sainthia to Asansol. Also, one circular passenger train is to be introduced from Burdwan to Burdwan via Andal Junction-Suri-Sainthia-Bolpur. The existing service of Howrah-Rampurhat (Ganadevta Express) express train should be extended up to Nalhati Junction. Further, new stoppages should be made at the following stations: one two-minute stoppage of Howrah-Rampurhat (Ganadevta Exress) Express train is to be provided at Ahamadpur Junction in the Sahibganj loop line. A two-minute stoppage of Kanchanjungha Express at Nalhati Junction of Sahibganj loop line should be provided.

Improvement of palttfroms in all stations under the Asansol Division; Sahibganj loop line and Nalhati-Azimganj section of the Eastern Railway is to be done soon. Improvement of all old coaches of the existing trains is to be taken up soon. Further, safety and security of the passengers is to be ensured. One railway over-bridge is to be constructed at Murarai railway station under the Eastern Railway.

I do hope that the hon. Railway Minister would consider the above demands at the earliest convenience.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Chairman, Sir, I heartly congratulate the hon'ble Minister of Railways for presenting such a good budget in the House. This is true and clear from the budget that no additional burden has to be born by the villagers. As India is a country of villages and there are more than five lakh villages in the country, therefore whenever the Railway budget is presented the villagers look forward to the House and the Minister of Railways. Railways is such a means of Transport that connects all the four corners of the country. The budget presented by the hon'ble Minister of Railways, has not only provided relief from the burden to the poor villagers but on the other hand it has provided 75 percent concession in the Railway fare to the widows of the Martyre of the Kargil war, for which the certainly deserves appreciation. Besides it, the girls upto class 12th have been given the facility to travel free of cost, which is again worth appreciating.

It has been noticed that a lot of difficulties have been faced by the passengers due to the lack of security in the trains. This danger constantly haunts sometimes due to human error sometimes due to the technical fault and sometimes due to the negligence of the department.

Human errors are committed by the Railway employees. We assume that they commit errors for lack of high level training. Minister of Railways, Smt. Mamata Banerjee is not present in the House. Two state Ministers for Railways are present in the House, so we request them to provide high level training to the Railway employees so as to avoid big Railway accidents which occur in the country and which injure thousands of people. Sometimes Rail accidents are caused due to the unmanned Railway crossings. I would like to say that the Ministry of Railways should conduct a survey and construct Gumties at the unmanned railway crossings. Besides it a man should be deputed at those places to avoid the recurrence of such accidents.

Sir, as far as the question of security is concerned, it is a big problem for the Ministry of Railways. Whenever the questions related to the security are raised in the House, the Ministry of Railways respond that G.R.P. comes under the state government and we can't help at all. Through you, I would like to request the Ministry of Railways to shoulder the responsibility of security of the passengers themselves. Police stations etc. may be set up. When any accident occures, it is upto the state Government to enquire into the matter. In this way due to the procedural wamgling the passengers suffer a lot. My request is to relieve the state Government from this responsibility and the Union Government should take care of this matter. Sometimes this type of incidents take place even in the presence of Railway police. RPF personnel are called the seelkatta in our area, because they help the criminals in breaking the seal of such wagons which have some goods. I would request the Ministry of Railways to arrange the high level training for these police officials.

As far as the question of Bihar state is concerned, the projects related to the Bihar state are lying pending with the Union Government since long. Many Ministers laid the foundation stones they earned name and fame. Even the former Prime Ministers also laid the foundation stones, but to no avail. I hope, when Mr. Raghuvansh

Prasad Singh will speak on the matter, he will hgihlight the factual position. As far as the question of constructing a bridge on the river Ganges in Bihar is concerned, Shri Devegowda had laid the foundation stone for it and then Minister of Railways Mr. Ram Vilas Paswan raised this question many times in the House. When Mr. Nitish ji was the Minister of Railways, even at that time this question was raised. He said that the file has been sent to Roorkee to examine the matter. I don't know, by which train it has been sent and by which train the report will be returned. Hon'ble Minister of Railways Madam since you have superfast trains and if the matter has been examined then please send the report back by the superfast train at the earliest. This is the only bridge to connect North Bihar with the Central Bihar. It appears that the union Minister of Railways has not understood the importance of this bridge. Minister of Railways Km. Mamata Banerjee is not present in the House, through you I would like to request her that you please earn this name and fame and complete the construction work of this bridge under your supervision.

Sir, similarly provision has been made in this budget to convert the Chapra-Kaptanganj via Fatuha Gopalganj line into the broad guage. When I asked the Minister that no funds has been provided for this purpose, she told me that CCA has not sanctioned it. I don't know who is the CCA of the Dpeartment of Railways. We don't know, we belongs to the villages. When it was published in the budget, the villagers cheered with joy that now it will be expanded. It was published in the newspapers and even we mentioned it in our speeches and earned fame, but as per the Minister it is pending with the CCA....*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Prabhunath Singh, one minute please. An hon. Member, Shri V.M. Sudheern is not feeling well, and so, he wants to go. If you permit, he wants to lay his speech.

SHRI PRABHUNATH SINGH: Sure, Madam.

MR. CHAIRMAN: So, he is laying his speech on the Table of the House and going. Thank you.

Yes, you please continue your speech now.

[Translation]

SHRI PRABHUNATH SINGH: I would request the hon'ble Minister to get it sanctioned by the CCA. If it is locked in the Almirah, please somehow, bring it by opening the lock. Please send it to chapra so that the people of that area may also see the broad gauge. It used to be an important market of Chapra district in the past. The Chapra Sivan and Muzaffarpur line has been converted into broad gauge line and from Chapra to Kaptanganj railway line is still a narrow gauge line as a result of which the work relating to the transportation of goods has come to at stand still and the business has suffered a set back. Thousands of people became unemployed due to this reason. Therefore I request the hon'ble Minister to take up this matter on the priority basis. I don't belong to that area only but Shri Raghunath Jha also belong to that. Therefore kindly get it converted into the broad gauge. Rs. 60 lakh were sanctioned for the Mashrak railway station during the period of Shri Nitish Kumar ji. The work was also started at that time but I don't know what led to its pending. It was told at that time that a VIP guest room would be constructed there and a park would be costructed there. A water tank would be constructed. I don't know what were the promises made at that time. Even we received a letter from the General Manager, Gorakhpur regarding sanctioning of Rs. 60 lakh and that letter is still with me but the work was stopped after starting the same.

Sir, through you I would like to request to the hon'ble Minister to complete those schemes which were approved or were got approved by the former Minister. Similarly from Daronda to Maharajganj was also in important market place of its times. Maharajganj and Ganj Ganjuli were the most important places in all other ganjs. This type of discussion used to be there during those times. Business in Maharajganj had also suffered a set back due to inadequate Railway facilities. The work of levelling was also undertaken from Maharajganj to Daronda during the period of Paswanji, but no progress has been made in this regard also. Perhaps the Minister of State had also visited that site. He also promised to complete it at the earliest. I would request the hon'ble state Minister to complete this work at the earliest. Please get a railway yard constructed at Maharajganj. I am requesting this as the land is available there. Nowhere else in the Siwan district this much area of vacant land is available except Maharajganj. Therefore, if you get a yard constructed there then it will not only be a big business centre of Railways but it will also benefit the people of whole commissionery and the people living in the border areas of Uttar Pradesh falling near Maharajganj. Theefore kindly give importance to this work and get it done on the priority basis. There is only 35 km. distance from Mashrak to Maharajganj which needs expansions. Mamata ji, you are a revolutionary woman and due to your revolutionary nature you have been elected to the Lok Sabha after struggling on the roads of the Bengal. Today you are holding the charge of an Important Ministry of the Government of India. I want to emphasise on from Mashrak to Maharajganj. I am talking about by constituency only.

[Shri Prabhu Singh]

The survey has been conducted twice from Mashrak to Maharajganj. Once we got the assurance during the period of Nitish ji that the survey report had been received and approval would be given. I would request you to complete it. We always get the positive answer from the Ministry of Railways but it is difficult to expand this line immediately due to the lack of funds. Mamata ji you are a revolutionary women and you got sanctioned more funds for the Ministry of Railways by requesting the Prime Minister, therefore we request you to kindly give priority to this work.

Madam Chairman, I would like to submit one more thing before you. Former Members of Legislative Assemblies were used to get coupons and the Bihar Government used to give funds in advance to the Department of Railways through the Legislative Assembly. You will not find even a single such agency which pays in advance and depends as coupons for the whole year. Hon'ble Raghunath Jha had also raised the same question, but the state Minister said that it creats a lot of mess therefore we have stopped this system. I am surprised to listen this answer. I would like to ask if certain train is involved in an accident would you stop running that train. If a theft occures under some police station, it doesn't mean that you will close that police station. So the whole system needs to be improved. If some iregularity is noticed that should be checked and the culprits should be Jailed. It is not a right decision to withdraw the coupon system due to some irregularities. Therefore please keep this system to continue it will be in their interest.

Madam Chairman, Northern Bihar is a backward area. Earlier residents of Chapra, Samastipur, Darbhanga etc. were used to migrate to Assam and Calcutta but when there was disturbance in Assam, they started migrating to Delhi, Gujarat and Mumbai and started earning their livelihood. They face a lot of difficulties as there is no proper transportation facility available to them. Therefore I would request Mamata ji to introduce local and distant trains from chapra to Mumbai, Chapra to Baroda and Chapra to Ballia for these poor people and maintenance of their families.

When, I talk about the rail line from chapra to Ballia, Saruyu river falls in between, which is an abstraction to the people. Therefore please get a local train introduced here, which is not going to cost much. It will make their journey convenient. That route remain obstructed for three four months due to the flood during the rainy season. I request you to kindly get a local train introduced there.

Mamata ji, Rajdhani Express goes via Chapra. We had given you a letter.

When Nitish ji was the Minister of Railways, he visited chapra and he had assured us to provide a halt of this train. This train has started stopping there but it stops for two minutes only. It is unfortunate that this train from here as booking arrangement is not available there. You introduce trains and provide stoppages. You please make arrangements for the booking. We have to travel one hundred and fifty kilometre to catch a train for Delhi. If you provide booking facilities there then this distance of hundred and fifty kilometre travel would be reduced.

With these words, I expect from Mamata ji that she would consider our demands seriously, as this is in public interest. She will certainly get these works done. Sir, with these words I thank Mamata ji and you.

*SHRI SHEESH RAM SINGH RAVI (Bijnor): Sir, I am really grateful to you for giving me an opportunity to speak on the Railway Budget. I am speaking for the first time and the Budget presented by the Minister of Railways Km. Mamata Banerjee in the House for the people of India is more faourable to the people as compared to the budget of previous years. This is also in the interest of Railways and the track extension. People would be directly benefitted by introducing new trains, Mamata ji deserves congratulation for this too and the people of the country have accepted this budget happily. In the Budget special attention has been paid towards the security aspect. I want to give following suggestions to the hon'ble Minister. I hope that she will consider these points and will include the same in the budget.

Western Uttar Pradesh has been neglected in the Railway Budget. Though the country became free 53 years ago the historical places of the Mahabharata era has not been connected with railways till now. These places are Hastinapur and Vidur Kuti, Daranagar Ganj and National High Korhke Park of India-Kalagarh, where Ram Ganga Barrage and power generation centre are situated and lakhs of people from the country and abroad visit the National Park every year. This area is a rural area, where there is a very famous wooden industry in the Nagina town of Bijnore district. This area is dominated by Dalits and Backward people. Therefore a railway line should be constructed from Meerut to Hastinapur and via Vidur Kuti to Kalagarh.

Nazibabad Railway Station has an important role in connecting Haridwar and Pauri Garhwal (Utrakhand), so a computerised booking system should be provided there.

Thousands of people of Nagina Wooden town and Bijnore district operate their business in Mumbai metropolitan city and hunreds of people travel from Bijnore to Mumbai everyday. There is a rail line from Nagina

*Speech laid on the Table of the House.

Nazibabad, Bijnore, therefore a new train should be introduced via Mumbai.

Sister Mamata ji had introduced a new train from Dehradun to Indore three months back. Its route should be from Indore to Dehradun via Delhi to Ghaziabad to Bijnore Nazibabad and Haridwar.

A new bridge is being constructed near the old one at the river Ganga in Valavali on the Amritsar-Howrah railway line. Therefore the old bridge at river Ganga should be converted into road bridge which will be very beneficial to the Muradabad and Saharanpur divisions.

A quota of ten berths in the three tier IInd class should be provided in all the trains going to Lucknow from Nazibabad, Nagina, Dhampur Syohara and Dehradun stations of my Lok Sabha constituency of Bijnore.

My constituency Bijnore is 160 kilometre away from Delhi. All the traders of Bijnore constituency consider Delhi as a city of whole sale market. Althogh the distance is not much, but it is still too much to the local people. The reason is that not a single train arrives or leaves from this station during the day. Therefore a four boggie train should be introduced between Nazibabad to Delhi for connecting Nazibabad, Bijnore, Haldore, Chandpur, Gajraula and Ghaziabad to Delhi. It should arrive and leave this station twice during the twenty four hours. A lot of people from this area are working in private mills in Ghaziabad or in NOIDA or trading. This would be in the interest of the masses. I request madam Chairman to kindly inlcude all the above points in the Railway Budget.

*SHRI SHYAM LAL BANSIWAL (Tonk): Hon'ble Minister of Railways, I request you that Tonk Lok Sabha Constituency is a poor constituency where there are no employment opportunities but there is a vast potential of trade and business. The poor people of this area are hardworking and honest. There is neither any extensive plan, nor the construction of any bridge is expected. Therefore, I request you to kindly connect his area with the railway line.

[English]

*SHRI V.M. SUDHEERAN (Alleppey): Respected Madam Chairman, at the outset, I would request the hon. Minister of Railways to do justice to Kerala. Kerala deserves a better deal. Since many of my esteemed friends from Kerala have spoken on this point, I do not wish to repeat it. I wish to confine myself to few other points.

*Speech laid on the Table of the House.

The doubling of Ernakulam-Kayamkulam both *via* Alleppey and Kottayam is very crucial as far as rail development in Kerala is concerned. These two routes are well deserving to be doubled. This is the unanimous demand of the MPs from Kerala and that has been included in our common memorandum which was submitted to the hon. Minister of Railways on 29th February.

The electrification between Ernakulam and Trivandrum both *via* Alleppey and Kottayam has been approved by the Ministry of Railways. Now, this project is pending with the Planning Commission. I would request the hon. Minister to please take it up with the Planning Commission.

It would be highly desirable that the electrification work and the doubling project between Ernakulam and Kayamkulam go together.

The hon. Minister has given some assurances to the MPs from Kerala regarding few trains.

The assured train Trivendrum-Mangalore *via* Alleppey should be introduced at the earliest.

The weekly Nizamuddin-Trivandrum Express has to be made daily.

The frequency of Howrah-Trivandrum Express and Quilon-Bangalore Express have to be increased.

A new train from Jaipur and Ahmedabad to Trivandrum is to b introduced. More coaches are to be attached to the passenger trains with the Kayamkulam-Alleppey-Ernakulam sector.

There are 56 unmanned level crossings between Kayamkulam-Alleppey-Ernakulam sector.

Urgent steps are to be taken to convert these unmanned level crossings to manned with a time frame. With these words, I canclude.

[Translation]

+SHRI S. AJAYA KUMAR (Ottapalam): Sir, Indian Railways have become a symbol of national integration. But, with due respect, Madam, I am forced to say that you have failed to live up to that notion and in doing justice to all the States in the country. It is very sad and objectionable that this Railway Budget fails to have a vision especially towards mobilising revenues or improving passengers amenities.

+Translation of the speech originally in Tamil laid on the Table of the House.

[Shri S. Ajaya Kumar]

Britishers started the rail network not as a mode of travelling but as a facility that will help in transporting goods from one place to another. But we all know that improving rail network, means, mobilising crores of rupees by way of freight charges. Savings on fuel by bringing down road transport, itself, will increase profits. It is really unfortunate to know that the share of rail transport compared to other forms of transport has come down to 40-42 percent from its share of 70 percent in 1960s and 1970s. Even a minimal rise of 1 to 2 percent in this share can increase the revenues by crores of rupees. But no step has been taken to such an end in this Budget. To crown all these laxities, no attempt has been made to provide passengers, the minimum facilities due to them.

Sir, I am pained at heart to see the pathetic condition of the catering staff working in Railways. Railway authorities treat them in an inhuman way. They don't consider them as human beings. So I request you, Madam, to set up a welfare fund for them without much delay.

Sir, our State of Kerala which mobilises the highest revenues in the Southern Zone, has been discriminated against and singled out, time and again, in the successive Budgets of different Governments. The people of Kerala are disappointed about this raw deal meted out to them. To reap benefit out of the doubling of Shornur-Mangalore line, adequate funds should be sanctioned for the doubling of Shornur-Katlippuram sector also. I am sorry to see that your Budget has not set apart funds for this sector. Moreover, the paltry token sum allocated for Kuttippuram-Guruvayoor line amounts to making fun of the people of that area. So I request the hon. Minister through you, Sir, to put an end to the callous approach and the Guruvayoor line may be taken up for construction immediately.

The new trains promised for the State of Kerala are yet to be started and my earnest request to you, Madam, is to extend the Nizamuddin-Coimbatore Express to Shornur Junction.

Sir, I am feeling so sad, that I had to repeat my plea, over the years to different Railway Ministers for sanctioning stoppages at Vadakkanchery, for Kannur-Alleppey Executive Express; at Ottappalam, for Bokharo-Alleppey Express and KK Express; and at Pattambi for Kurla Express. I once again request you, Madam, to consider this demand.

Sir, I am constrained to tell the Hon. Minister that the proposed move to do away with the existing halts at Ottappalam and Shornur for major trains like Jayanthi Janata Express, has put the people to utter dismay and any such move will be opposed with mass support. Let me conclude by requesting for the setting up of a Zonal Office in Kerala.

*SHRI SHAMSHER SINGH DULLO (Ropar): Hon. Chairman, I would like to draw the attention of the hon. Minister towards the problems in my constituency and I hope the hon. Minister will look into them sympathetically.

I request you to start the work of the railway track from Ludhiana to Chandigarh, the capital of Punjab *via* Samrala, Morinda and Kharar, for which the survey has been done. Assurances have been given by the Ministry so many times and also by the hon. Prime Minister.

I request you to provide for stoppage of Shatabadi Express of Sirhind Junction in Fatehgarh Sahib, a holy city of Sikhs, Hindus and Muslims. It starts from Delhi and goes to Amritsar and back.

I request you to provide for stoppage of fast trains at Khanna city which is the great grain market of Asia. It is also a steel town. I myself belong to the same city and I am unable to reach Delhi due to non-Stoppage of fast trains in my hometown.

I request you to construct an under-bridge at Khanna Samrala road in Khanna Railway Station.

I request you to construct an over-bridge at Mandi Gobindgarh as already announced by the hon. Prime Minister, Shri Vajpayee during his visit in 1998.

I also request you to construct an over-bridge at by pass Dhuri Station in Sangrur.

*SHRI K. MALAISAMY (Ramanathapuram): Madam Chairperson, hon. Minister for Railways, Kumari Mamata Banerjee and elite Members of the House, at last my chance has come!

While I deem it as a pleasure and a privilege to speak on the Railway Budget, I am constrained and compelled to cut short my comments and observations for more than one reason; the first one being that there are still umpteen number of colleagues who want to make their speeches like me. Secondly the House also has got a long way to go to complete its assigned duty and business.

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*Speech laid on the Table of the House.

Under these circumstances, I hasten to make my presentation as quickly as possible and as briefly as possible, but as strongly as possible.

Coming straight to the Railway Budget presented by Kumari Mamata Banerjee, I am inclined to concede that the hon. Minister as well as her team of officers have done a good job by making this Budget fairly attractive and acceptable. In fact, the Budget has several plus and minus points; it has got several strides and at the same time, it has got several setbacks. It has got a number of highlights and equally it has got a number of shortcomings. To put it in a nutshell, it has got several pleasures and at the same time, it has several pains also.

Before coming to the Budget proper, let me take a minute to divulge how an important sector, namely the transport and communication is very vital for the development and growth of any nation on terms of economic, social and cultural development. In this process, the Railway play a very vital role for the development and growth of the nation. We are very happy to hear from the Budget speech of Kumari Mamata Banerjee that the Railways have got a route length of more than 62800 kilometres with 18 lakh employees; it has 8000 passenger trains and 5500 goods trains plying every day, carrying more than 1.36 crore passengers and 12 lakh tonnes of goods respectively.

When we are so happy to hear that it is the second largest Railway network system under one umbrella in the world and it is the life-wire or lifeline of the nation.

We are very happy to hear about these highlights. But we are equally unhappy when we hear that Railways have stagnated for the last twenty years and has been neglected in the successive five year plans and the allocation has also declined over the years. It is most unfortunate that a premier national Transport infrastructure has been subject to neglect. In spite of all these constraints and technological limitations the hon. Minster could present a Budget which has a number of new visions. In this Budget, restructuring has been attempted, reforms have been envisaged and innovative measures have been thought of. We are happy further to hear from her that safety and security of the passengers and their belongings and passenger amenities have been given top priority. Since she has not increased the passenger fares, she has become passenger-friendly. She has also said about commercialisatin of railway land, air space volume discount, roll-on and roll-off of freight movements, new services, additional services, extensions and broad gauge conversions etc. as measures undertaken in this budget. While we are happy to note all these highlights, we are equally unhappy to realise that what is being achieved is very little as compared to what she is yet to achieve and what she ought to have achieved. There are numerous areas of failures warranting corrective steps. A number of infructuous, avoidable and wasteful expenditure is being incurred on a number of fronts in the Railways. To illustrate in the recent past, they have created seven zonal offices and ten divisional offices. I am given to understand that these offices have been mostly created either to oblige the Minister concerned or to yield to the pressure group. Without going into the merits, without seeing the data, without conducting an indepth study by an expert group, without going into its absolute Justification all these offices seemed to have been created. This is what I am given to understand. Scarce resources of the Railways are wasted like this. No. concrete steps seem to have been taken to downsize the unwieldy heavy-weighted bureaucracy which is neither responsive to the needs of the public nor responsible to the task assigned. How is this heavy-weighted bureaucracy allowed to continue? No effective step seems to have been taken to reduce the excessive manpower also. I am told that there are number of non-core areas and functions which can be pruned. Railways are more energy efficient and economical for long and medium distance goods transport. Though the Railways can afford to be efficient and afford to be economical for this kind of transport, the road transport has taken over. I am told that this is due to delays on the part of Railways and occurrence of thefts. This has given a bad name and less priority for the Railways and the road transport has taken the advantage of it. An aggressive marketing to earn additional traffic has to be done by the Railways.

Another important area warranting improvement is that the spare capacity of workshop. Repair shop and producing units which are left unutilized should be fully utilised. I could not resist from adversely commenting freight rise on goods and parcels which will lead to inflation and other repurcussions and the imbalance created in the allocation of funds. Certain States have been favoured and certain States neglected. Planned intervention should be ensured to eliminate regional imbalances.

Finally, I would like to talk about modernisation. In the wake of globalisation, in the light of technological explosion, the entire system of railway should be modernised in terms of equipment, training and infrastructure.

While on the subject of imbalance, I am very much concerned to submit some areas of neglect as far as Tamil Nadu is concerned. I like to join with my colleagues like Shri Chinnasamy, who have talked about how Tamil Nadu has been neglected.

[Shri K. Malaisamy]

Rightly or wrongly, we do not know the technique of our friends from the adjoining State of Kerala who made big noise, by making vociferous arguments in the House and had a separate meeting with Kumari Mamata Banerjee. If this process is going to yield something, Tamil Nadu also may not hesitate to do so. The Hon'ble Railway Minister must appreciate that lot of things need to be done for Tamil Nadu.

MR. CHAIRMAN: You have done it very effectively today.

SHRI K. MALAISAMY: Number of new trains have been started. Additional services opened, Extensions done. Number of projects envisaged in this budget. The frequency of trains has been increased but Tamil Nadu has been obliged with none of this except one or two. It is again like a peanut, or a small try for the monsterous mouth itching for excessive and extreme hunger. The benefit given to Tamil Nadu is marginal and negligible.

I now come to a very very important aspect of conversion of Madurai-Rameshwaram (via) Manamadurai and Tiruchy-Manamadurai lines into broad-gauge lines.

MR. CHAIRMAN: Please wind up.

SHRI K. MALAISAMY: Madam, I have been waiting for three hours to snatch this opportunity. You have been so nice to give everyone sufficient time. Why not to me? Please give me five minutes more.

MR. CHAIRMAN: You can write down the details of what you want the Government to do and hand it over to the hon. Minister.

SHRI K. MALAISAMY: Only now I am coming to the core of my presentations. Whatever I have talked up till now may not be very relevant to my constituency. I may kindly be permitted to speak for a few minutes more.

The conversion project between Madurai and Rameshwaram is worth Rs. 240 crore and the conversion project between Trichy and Manamadurai is worth Rs. 175 crore. We have been allotted only Rs. 5 crore for conversion between Madurai and Rameshwaram. If we go at this rate of Rs. 5 crore every year, it will take about 48 years to complete this project. The conversion project between Tiruchy and Manamadurai may take another 25 years. Madam, it is not at all enough to give a token allocation like this so far as these major projects are concerned.

Rameshwaram is a big pilgrim centre next to Banaras. People from all over the country come to Rameshwaram. These two sections, from madurai to Rameshwaram via Manamadurai and from Tiruchy to Manamadurai are must. Irrespective of the financial constraints, these two sectors must be developed within a time frame. Last year you did make an allocation for Virudhunagar to Quilon section but this year no allocation has been made for this section. Similarly, gauge conversion from Katpadi to Villupuram should be given allocation and may be extended up to pondicherry. Gauge conversion from Howrah to Tiruchy may be extended up to Kanyakumari. The second phase of MRTS in Chennai can go beyond Velachery. As of now, it has been sanctioned from Thirumayilai to Valechery. I would request that it may go beyond Velachery to St. Thomas Mount. There has been a long felt need of doubling and electrification of a line from Egmoore-Madurai to Kanyakumari as also a doubling from Irugur to Coimbatore.

Now, I am coming to my constituency, namely Ramanathapuram. Madam, please listen to its problems with special attention please. I want a commitment in this regard in your reply please. It is a very backward area and a chronically drought stricken area also. Even after 52 years of Independence, some people of this area have not seen the rail.

A new service to serve this area is very much required. Laying a new line between Ramanathapuram to Tutucorin via Keelakkarai Ervadi, Sikkal, Mudukalathur, Abiramam, Pasumpom, Kamuthi, Sayalkudi, Kannirajapuram, Vembar, Vaippar, and Kayathar may kindly be taken up for which Madam Mamataji may order for a survey.

Lastly, the Railway are meant for services and amenities. Therefore, may I appeal to the Hon'ble Member to ensure efficient service, economic service, adequate service if not ample service, continuous service, equitable service, timely service and make our Railways praiseworthy.

MR. CHAIRMAN: Hon. Members, we have the following three Members who would like to lay their speeches on the Table of the House:

1. Shrimati Renu Kumari
2. Shri Samar Choudhury
3. Shrimati Minati Sen

[Translation]

*MOHAMMAD ANWARUL HAQUE (Sheohar): Mr. Chairman, Sir, Common people is deprived of railway facilities on Indo-Nepal borders, therefore I have a small

*Speech laid on the Table of the House.

demand to putforth-A rail line should be laid in Public interest from East Champaran to Muzaffarpur via Dhaka, Sheohar. I would also like to point out here that 90 percent of local public have not seen trains.

Ghorasahan station has no facility of generator and quarters for rail officials. Orders should be given immediately for purchase of a generator and for the construction of waiting room for passengers and quarters for railways officials.

At Sitamarhi headquarters there is a railway level crossing where absence of an overbridge is causing obstruction in vehicular traffic. Therefore an overbridge should be constructed at the said level crossing.

Construction work should commence on Son Barsa-Sita-marhi-Muzaffarpur line which has been already sanctioned.

Gauge conversion for Samstipur-Darbhanga-Sitamarhi-Raxaul line should be carried out.

[English]

*COL. (RETD.) DR. DHANI RAM SHANDIL (Shimla): Madam Chairperson, I rise to speak in appreciation of Railway Budget presented by Hon'ble Railway Minister Ms. Mamata Banerjee.

It is difficult to satisfy the growing aspirations of every one; however, the first Rail Budget of the New Millennium deserves all praise. Despite financial constraints and various other difficulties, the Budget is balanced one catering to the needs of a large cross-section of society.

Travel facilities provided to the girl students and the dependents of Kargil operation deserve special mention.

The Budget thus, can be termed historic and unique, wherein common man has not been burdened at all.

In this august house, a large number of honourable Members have put forward their demands relating to their respective constituencies. I am no exception. I would also like to attract the attention of Honourable Minister of Railways towards the extension/upgradation of Railways in Himachal Pradesh. In our State, we have narrow-gauge Railway lines as under:-

(a) Pathankot to Joginder Nagar;

(b) Kalka to Shimla-which was built during the eventful tenure of controversial Viceroy Lord Curzon. In fact Viceroy himself inaugurated this metre-gauge line in the year 1904. After this engineering feat, no progress of railways took place in this aera.

Madam Chairperson, I request Honourable Railway Minister to consider extension/upgradation of Railway lines in this hill state as under:-

(a) Extend rail link, from Joginder Nagar upto Mandi and make a Circuit via Bilaspur and connect at Kiratpur. The rail link should be upgraded to broad-gauge.

*SHRI KISHAN LAL DILER (Hathras): Madam Chairperson, Sir I am sorry to say that although my name has figured in the list I can not keep sitting the whole night as I am not well and my turn is likely to come around 4 or 5 A.M. I am, therefore, submitting my written statement which may kindly be accepted.

Madam, there is a problem in my area. I want to draw the attention of the hon'ble Minister of Railways through you. Hathras district has recently been created. There are lot of problems regarding train facilities in my area. Because there is lack of trains. Only a couple of trains ply on this route. One more train from Mathura to Delhi via Hathras should be introduced. There is a train from Mathura to Kasganj. One more train should be introduced on the same route. An EMI originating from Delhi in the evening stops at Aligarh at night, it should be extended upto Hathras so that Passengers from Hathras also can resume their journey to Delhi.

Madam, Hathras is a district and it has a reputed market (Mandi). The trade has been flourishing there. Therefore, the people of Hathras should be provided with better facilities.

Madam, Hathras is a nice city. There is heavy vehicular traffic on the Agra-Aligarh road Kasganj Bareilly to Agra Road. In the middle of the Hathras city there is a railway crossing creating an obstruction to the vehicular movement for hours together. So construction of a road overbridge is a must keeping in view the problems faced by the people.

Madam, the construction of an overbridge at Hathras junction has been sanctioned two months back. The Centre has also released the funds. But the state government is delaying the laying of foundation stone on the one pretext or the other. The Union Government

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Shri Kishan Lal Diler]

should write to the State Government that the construction should be started immediately after laying of foundation stone.

Madam, Hathras has become a district. Those trains which go to Lucknow, Gorakhpur, Banauni and Howrah from Delhi have stoppage at Aligarh, these should also stop at Hathras and reservation for Hathras station should also be provided. One train in the afternoon and one in evening runs on Aligarh Bareilly route. One more train should be added on this line. Godha station on this line is in my constituency. A platfrom should be constructed there properly and the facility of Booking telephone should also be provided there. Platfrom is only for name sake. Women can-not board the trains there so, construction of paltfrom is very necessary. The budget presented by the hon'ble Minister of Railways is being praised by the people. While supporting the budget, I thank you.

*SHRI RADHA MOHAN SINGH (Motihari): Madam Chairperson, I thank you very much for giving me an opportunity to participate in the debate. I would like to record my special thanks to the hon. Railway Minister. After a very long period, Mamata ji in her maiden railway budget has shown her affection towards all sections of society by not effecting any increase to any class of passenger fares despite the fact the Railways is struggling hard with the resource crunch. Freight charges have been increased by 5 percent but by not increasing the freight charges of essential goods such as foodgrains, sugar, salt, edible oil, fruits, vegetables, cooking gas, the interest of the poor of the country has been protected and this is the most salient feature of this budget.

Making announcement of issuing a millennium card to any one for one year, on payment of Rs. ten thousand, free passes to girls studying in 10th and 12th standard for their to and fro journeys to schools and colleges, 75 percent concession in train fares to the widows of soldiers who laid down their lives during the operation vijay and announcement of providing avenues of employment to them and announcement of millennium gift to be given once to the freedom fighters on the 50th anniversary of the India's Republic etc. and announcing many other concessions are the sailent features of this year's railway budget. This year's railway budget has provided maximum facilities to the passengers. And therefore, I strongly support this Railway Budget.

Madam Chairperson, Railways is the lifeline of this country but the sorry state of affairs in which it is today needs no proof how negligent leaders of the country after independence have been towards it.

*Speech laid on the Table of the House.

The railway is the main means of transport of the country. Nonetheless, during pre-independence period, its, expansion was very rapaid. But unfortunately after independence its expansion has been not so rapid as it should have been. The first train was started in 1853. And the passenger train run 21 km. in 1854 first time. Today, the total length of rail line is 62,500 km. But 82 percent of it was achieved during the British regime. What is our achievement after independence, We can judge it from this fact.

Madam Chairperson, the hon. Minister has proposed a provision of 11 thousand rupees for the next year in this budget which is 23 percent more as compared to last year. I congratulate her for this. The sum of Rs. 514 crore for laying the new rail lines has been increased to Rs. 825 crore, it means 61 percent increase, for which I would like to thank her. A survey will be conducted for 25 new rail lines in the next year and she has made several announcements to tone up the passenger services and a provision of Rs. 200 crore has been made for expenditure under this head, which also included 150 new stations to be upgraded to 'A' category. And I welcome this move. But I would like to submit one more thing as the hon. Railway Minister has said in her budget speech that the Indian Railways has played in important role in the movements after Independence and national unity. This is, indeed true. In this context, the hon. Minister mentioned about the political journey of the Father of the Nation, Mahatma Gandhi which he started from a platform in South Africa. In fact, some people ruled continuously this country for many years by cashing in the name of the Father of the Nation, Mahatama Gandhi and they also looted this country but they forget this fact that when Mahatama Gandhi came back to India from South Africa and reached Calcutta and from there he boarded the train for Motihari in Champaran. And he alighted at the small railway station at Motihari in April, 1917.

He had waged the war of India's Independence from Champaran (Motihari). Sir, I feel deeply saddened to state that the Champaran has been objectly ignored in the railway sector. Even the state of Mahatama Gandhi has not been installed there till date. Contrary to it, all this pictures put up on the Railway station have disappeared. I am grateful to hon'ble Minister of State Shri Digvijay Singh who had seen for himself the deteriorated condition of that railway station. I had written a letter to the hon'ble Minister requesting him to ply the Vaishali Express via Motihari and Betia atleast thrice in a week to which he has replied that this change would offend the people of Sewan-Chapra section. Hon'ble Speaker Sir, I would urge the hon'ble Minister to do justice in this matter. At present, as many as 21 pair of trains are plying from Muzaffarpur-Gorakhpur to Mumbai and Delhi via Sewan-Chapra. Is it

not possible to ply one or two pair of such trains from Muzaffarpur-Gorakhpur via Motihari-Betiah? Hon'ble Speaker Sir, through you I would like to draw the attention of the hon'ble Minister to the fact that this border district of India in the Terai region of Nepal is one of the most densely populated areas of the world, Yet there is no overbridge in any of the towns of Champaran (Motihari). Therefore I earnestly request that the rail overbridges be constructed on Motihari-Chakia-Raxaul-Narkatiyaganj line.

Now I would like to draw your attention to the border of the country. When we enter Nepal, we find the gateway of Nepal at the border. Sir, this is Raxaul. The gauge conversion work on Muzaffarpur-Raxaul section has been completed since long, yet there are very few long route trains from there. I request that a Rajdhani Express should be introduced from Raxaul to Delhi as lakhs to domestic and foreign tourists travel on this route. Darbhanga-Kandla Express which plies from Muzaffarpur four times a week and from Darbhanga thrice a week, should also be plyed via Raxaul-Motihari twice a week.

Likewise, I also request that the Avadh Express which plies from Gorakhpur to Bandra, should be extended upto Muzaffarpur.

Lastly, I request that a broad gauge rail line be constructed connecting all the places of Buddhist pilgrimage in Bihar. In Bihar, Vaishali-Keshria and Areraj are of historical importance. Thousands of tourists from the country and abroad visit these places. Lakhs of devotees from Nepal and Bihar visit Kesaria and Areraj several times in a year to pay their obeisance. The Government of Japan is constructing a tower of 125 feet height on this route in Vaishali. The proposed rail line will connect the Vaishali-Muzaffarpur route consisting 11 blocks of eastern Champaran district with a population of 30 lakhs comparising 1500 villages. This route also falls in the Buddhist circuit. Therefore, I would earnestly request you to make the announcement in this regard and enhance prestige and hounour of mother of democracy i.e. Vaishali. Hazipur-Sugauli rail line should also be laid. I conclude my speech with the hope that you would certainly make an announcement for the construction of Hazipur-Sugauli rail line.

[English]

*SHRI SAMAR CHOUDHURY: Madam Chairperson, I wish to draw your attention to total neglect of North East Region in the Railway Budget 2000-2001. The good work that had started in the past has also been brought to a standstill. The tragedy for the region is further compounded by the increase in freight charges.

*Speech laid on the Table of the House.

.t is well known that the North East is a deficit Region even in terms of the essential commodities. By increasing the freight charges even for such backward region, the Railway Minister has put the poor people under severe strain. Not only the essential commodities but even construction activity will adversely suffer with cement, steel etc. prices going up. Even the fertilizer, seed etc. prices will also increase. The Railway Minister should have taken special view of the Backward Region like North East and spread them from freight hike.

Even more serious issue for the North East is total neglect of development activity. It is indeed very tragic that on the one hand Shukla Commission has highlighted the need for infrastructure development in the area of which Railway is most crucial and on the other hand what we find is that amounts have been decreased compared to previous years for Railway work in the Region. Not only that new works have not been announced but even the ongoing Projects have been treated most unfairly as the Budget allocation is very meagre. Some important Projects for which allocation was made up to last year have been totally ignored this year.

To an example and nice mention about my own State Tripura. No amount has been allotted for the survey work on Agartala-Sabroom and Agartala-Akhaura Sectors. For both these surveys amount has been allocated in the past. Similarly for the ongoing Kumarghat-Agartala Project a paltry sum of Rs. 40 crore has been provided this year. The estimated cost of this Project is Rs. 825 crore. Therefore, at this speed it will take over 20 years to complete this Project. On the start it was estimated to complete within 6 years. This is a big blow to the aspirations of the people of the State who had wholeheartedly welcomed the decision of the then Prime Minister when this Project was announced.

Even for broad gauge conversion the amount allocated for Kumarghat-Badarpur Sector has been reduced this year. Same is the case with many Projects in other States of the North East. It is known that Badarpur-Lumding route is the source of supplies of essential commodities to Tripura, Mizoram, Manipur and Cachar area of Assam. Even for important Projects like the Brahmaputra Bridge at Bogibil small amount has been provided and at this pace the present generation will not even see the project materialise.

I also wish to point out the meter gauge wagons for carrying goods and freight are in a very bad condition and no repair facility has been set-up by establishing a workshop in North East to take care of this problem.

[Shri Samar Choudhury]

Overall it is very clear that most backward region of the country has got a very raw deal in the Railway Budget. Such ignorance of people's needs and aspirations need to immense frustration amongst the people. I will therefore, request that corrective measures need to be taken before the House approves the Budget.

*SHRI CHINTAMAN WANAGA (Dahanu): Madam, Chairperson, I want to speak on the Railway Budget but the time does not permit me to speak today. At the outset I congratulate the hon. Minister for presenting one of the best Railway Budget. I must also congratulate the hon. Minister for not imposing burden of fare hike on passengers. I also congratulate her for giving assurance to fill up the vacancies for Scheduled Castes and Scheduled Tribes and also for giving proper representation to the Scheduled Castes and Scheduled Tribes on the Railway Board.

Madam, I want to draw the attention of the hon. Railway Minister that she herself had said that the first train in the Indian sub-continent was started between Mumbai and Thane. So, my district is one of the districts where the first train is run. It is also a fact that the benefit of Mumbai sub urban railway is extended in many parts of the district. I want to say that my district is one of the biggest districts of the country where there are four Municipal Corporations and nine Municipal Councils. In addition, there are seven Adivasi Tehsils also. The total population of my district is about 80 lakh people. But I want to submit that most of the tribal areas of my constituency are still not connected with the railways.

Madam, Mumbai is the Economic Capital of our country. Forty percent of the total income of our country is coming from Mumbai alone, and I am proud of it. Mumbai and sub urban areas of Mumbai are developed but my constituency's contribution in the development of Mumbai is overlooked and now my constituency has remained one of the most backward constituencies in the country. Therefore, for the development of my constituency, a new railway line between Dahanu and Nasik is all the more necessary and I demand for it. A survey has already been undertaken in this regard. So, I request that sufficient allocation of fund may kindly be made in the budget for this new line.

Madam, another demand of mine is to extend and start Mumbai suburban Railway upto Dahanu Road. We are glad that some allocation has been made for it but it is too small. Therefore, I request that sufficient allocation may please be made. I shall be very glad if the hon. Minister makes an announcement in this regard during her reply on the Railway Budget itself. With these few words, I support the Railway Budget.

*SHRIMATI RENU KUMARI (Khagaria): Madam, Chairperson, I rise to support the rail budget. This is a unique rail budget in the sense that passenger fare of any class has not been hiked. This rail budget is in the interests of all sections of society. Therefore, I heartly congratulate the hon'ble Railway Minister for this outstanding rail budget.

It is a matter of great pleasure that the Katihar Sialdah Express has been extended upto Barauni, however there is a very important railway station between Barauni and Katihar called Naogachia where its stoppage has not been provided. Mr. Speaker sir, I, through you, would demand stoppage of Katihar-Sialdah Express be provided at the Naogachia station.

Three reservation counters should be provided at Khagaria as earliest, in the larger interest of the people.

Madam, North-East Bihar and my Parliamentary constituency produces bananas, other fruits and vegetables in plenty but there is no proper arrangement for its transportation to other places owing to which the farmers of this area do not get remunerative prices of their produce.

Therefore, I would request the hon'ble Minister that atleast two boggies be attached to all the trains plying from Katihar to Delhi and from Barauni to Sialdah.

I, through you, would request the Minister that a ticket-booking counter should be opened near Eastern and Northern Sanhauli railway Dhala (Cabin) at Khagaria Junction in Katihar-Barauni section. Which would solve the problem of 80 percent passengers of that region.

I also demand to introduce a superfast intercity passenger train between Katihar and Patna.

The gauge conversion work on Manasi-Saharsa be undertaken in the larger interests of the masses.

An over bridge be constructed at Maheshkhoont station on Baranuni-Katihar Railway section.

Beautification work should also be undertaken at Khagaria railway station and a Railway Station should be set up there.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

The former Railway Minister had sanctioned an over bridge near Chukati Dhala (Cabin) between Khagaria and Manasi Railway station, however, nothing has been in this regard. Therefore, I would request the hon'ble Minister to get overbridge constructed at the earliest. Because frequent incidents of looting occurs at this place owing to concentration of antisocial elements there.

The former Railway Minister had made an announcement to undertake survey work for laying a new rail line from Khagaria to Jaimanglagarh via Alouli and the former Minister of Railway had laid the foundation stone at the Alouli railway station for this purpose but no work has been initiated in this regard.

Madam, the stoppage of Mahananda Express be provided at Narayanpur station as this is necessary in the interest of common people residing there.

Therefore, I would earnestly request the Minister to fulfil all the demands for the upliftment of the poor people of that region.

[English]

*SHRIMATI MINATI SEN (Jalpaiguri): Thank you for giving me a chance to participate in the debate on the Railway Budget.

North Bengal and the total North-Eastern region is blessed with natural resources and is enriched with three T's that is, tea, timber and tourism, and is one of the biggest foreign exchange earner for the country. But this region is deprived of railway facilities since Independence and is not being provided with adequate railway infrastructure for quick transit. Recently, terrorist and separatist activities have been disturbing the peace and harmony of the people and due to these activities, the lives and properties of the people are jeopardised. We have tried to draw attention of the Central Government in this regard, both inside and outside the Parliament. For the sake of the whole nation, more communication and transit facilities are needed for this region.

I convey my thanks to the Railway Minister through you, Sir, for inclusion of a new tri-weekly train from Sealdah to New Jalpaiguri. I request her to extend this train up to Haldibari, or at least up to Jalpaiguri instead of New Jalpaiguri, as Jalpaigrui is the Divisional Headquarters of North Bengal. Also, this train should run daily.

After a long and numerous agitation and movement by the people of North Bengal, a well-established demand for new railway line from Maynaguri to Joghikhopa, which was committed by previous Railway Minister, has now been accepted in the Railway Budget. The line will benefit at least 1.5 crore people of eight districts of West Bengal, Assam and Manipur. I hope the Government will pay honour to this long-pending demand of the people by completing it within the scheduled time.

I would like to raise the following proposals for consideration and immediate implementation.

(1) Upgradation of Raninagar railway station for better communication, as it is already declared as an industrial zone.

(2) Setting up of a D.R.M. office at New Jalpaiguri.

(3) Starting one fast train Ex Haldibari to Sealdah to facilitate the people of North Bengal, Bhutan and Sikkim to reach the nearest metropolitan city, Calcutta.

(4) Constructing a road overbridge at Mohitnagar level crossing on the State Highway between Jalpaiguri railway station and Raninagar railway station.

(5) Reopening of the Superfast passenger train service from Haldibari railway station of Sealdah *via* Chilahati and Parbatipur in Bangladesh in view of the very cordial relations with Bangladesh. If this route is reopened, North Bengal and South Bengal will come closer. I request the hon. Minister to consider this proposal and do the needful for its implementation.

(6) Jalpaiguri being the Divisional Headquarters of North Bengal, all Express/Mail Trains should be given stoppage at Jalpaiguri.

[Translation]

DR. SUSHIL KUMAR INDORA (Sirsa): Madam, Chairperson, I am thankful to you for giving me time to participate in discussion on Railway Budget. Without going into details, I would like to urge upon hon. Mamataji, through you that she has presented a good budget, it is being talked all over the country and in economic world it has been applauded as a good budget. Madam, this budget has got a special importance, it indicates the prevailing situation and how much brighter and progressive they will be in coming time. I will heartily congratulate Mamataji and say this much that she has taken care of all comforts and amenities of one and all. She has not raised fare, honoured the martyrs and the students and

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Dr. Sushil Kumar Indora]

introduction of new trains is proposed in the budget. But I will say one thing with great regret and I am very depressed that in the budget presented by Mamataji, the budget proposals for every State have not been taken care of properly. Mamataji has overlooked the State of Haryana wherefrom respected Choudhary Devi Lal belongs, it has been given step motherly treatment. Mamataji has not offered any project or any such new facility for Haryana in this Budget. For this I will request the hon. Minister of Railways and there are also many things from practical aspect. Recently Lok Sabha elections were held. Hon. Prime Minister had visited Fatehabad of Haryana. People put fourth their demand to the Prime Minister that from business point of view Fatehabad is a central point therefore, it should be linked with railways and honouring the people's emotion. Hon. Prime Minister had accepted at that time that Fatehabad would be connected with railways. I request the hon. Minister of Railways that the demand for connecting Fatehabad with Railways is over due. It was surveyed during the last budget session. The hon. Minister should note that as per the survey conducted during the last budget session, provision should be made for laying of railway track from Akohar; Dabwali, Sirsa, Fatehabad, Ghuna and Ukwana. There had been allocation in this regard in the last budget.

Mr. Chairperson, Sir, I request that keeping the interest of Haryana in mind hon. Minister will expedite the laying of rail line. Alongwith this, I would request that from practical and business point of view the present line which goes up to Bhadra in Rajasthan but if it is linked with Bhattu-Fatehabad and then Fatehabad to Ratiya and again from Ratiya to Jakhal then this line would go up to Patiala which will benefit the people of Haryana, Rajasthan and Punjab.

Madam, Chairperson, as I am talking about Fatehabad if Abohar, Sangaria, Chautala, Sirsa. Fatehabad is linked with Hissar then it will automatically be connected with Delhi. Many more things are there from practical point of view. The rail line which will connect Fatehabad to Hissar, there is already a rail line from Hissar to Bhiwani. If this line which is 30-40 km long is connected with Luharu then a route to Jaipur will be created automatically. Interlinking of these routes will be highly beneficial. I request the hon. Minister of railways to undertake these works and fulfil the promises given by the hon. Prime Minister and connect Fatehabad with rail line.

Mr. Chairperson, Sir, alongwith this I would like to make a mention of some new trains which are very important from practical point of view. Jaipur Express train goes to Amritsar via Hissar, Jakhal and Dhuri. If hon. Minister introduces this train via Hissar which is a short route and after Hissar, it should run on two routes, it will have a good route to Ferozpur via Bhatinda and in this way a new train from Bhatinda to Delhi via Sirsa will be available. This would also be very beneficial. At present the local people there do not have any such facility. If an intercity for Bhatinda-Sirsa-Bhiwani-Rohtak is introduced on the same line as the New Delhi-Patiala intercity then people will be benefited from it and alongwith this there is a longstanding demand for an intercity for Uklana. The Bhatinda-Delhi intercity which stops at Jakhal, if it gets a stoppage for two minutes at Uklana Cho which is at halfway then it will have positive impact on the economy and the passengers would also be benefited but it. Therefore, this is my request that intercity should have a stoppage there for two minutes.

Madam, Chairperson, a train which comes from Ludhiana and stays at Jakhal for five hours if it is extended up to Hissar then people will be highly benefited. Alongwith this the Railway Minister has a provision in the budget for introducing a service from Bikaner to Suratgarh if it is extended up to Hissar then there will be no need to provide new train service separately. Similarly for Haridwar there is no train service for our people. There is no direct service for Haridwar from Punjab, Haryana, and Rajasthan. Therefore, if a railway line is laid via Hissar-Karnal up to Saharanpur then not only it will be beneficial for the people of Hissar.

I want to putforth a suggestion to the hon. Minister of Railways that Department of Railways is very big. If it ameliorates its condition then the condition of this country could be ameliorated on its own. Today administrative reforms are posing a big challenge before the Railway Minister. It needs reforms because the bureaucracy prevails over people through its clever ways and oily tongue. In democracy the representative of the people have got an important place but today the situation has come to such a pass that bureaucracy is overlooking and ignoring the representatives of the people.

I request to the hon. Minister that administrative reforms should be incorporated to the hilt. Alongwith this the behaviour is not up to the mark. If you go to the railway station or anywhere else then the behaviour of staff and employees of railways towards public is not good. They do not have manners to talk. Most of the people are engaged in themselves and they want their own shape. They rarely listen to what passengers have to say. I want to say that many things have to be done on administrative reforms and behaviour front. I would like to speak on many more things.

MR. CHAIRMAN: Many Members are there to speak.

DR. SUSHIL KUMAR INDORA: I have one more point to make.

MR. CHAIRMAN: Your two minutes have completed.

DR. SUSHIL KUMAR INDORA: Just one and a half minutes have passed to conclude with. I want to say only one more thing that most part of the Haryana whether it is Sonipat Rewari, Rohtak or Faridabad are adjacent to Delhi. Most of the commuters are daily passengers who commute for jobs. They face many difficulties. I request to the hon. Railway Minister that she should make such arrangements so that three-four trains should run in morning and evening to avoid inconvenience to the people. Apart from that burden on Delhi will be reduced. With these words I want to congratulate the hon. Minister of Railways and once again urge upon her that she should connect my constituency that if Fatehabad with railways.

*SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Madam, Chairperson, Railway budget is not all about rail traffic but it contemplates many good deeds.

I thank hon. Minister Mamata Banerjee. Railway facilities have been given to the families of Kargil martyrs. Orissa cyclone hit people and school students. Hon. Minister is a diligent person. She is not aware of the habits of children belonging to different age group as she is a maiden. If she had been aware she might not have given this facility to every children. The facility would have been given to the poor children but not to the rich children.

The same thing has happened in case of survey for laying of new rail tracks. No survey has been conducted for laying new rail lines in remote and tribal areas.

Members of Parliament belonging to all parties from the State of Maharashtra have requested in person but nothing is reflected in this budget.

1. Pune, Nasik new rail line.
2. Manmad, Malegaon, Dhule, Nardana-Indore.
3. Nasik, Trayambkeshwar, Dahanu.
4. Nasik, Paith, Valsad.
5. Nasik to Unahai.

These are important railway lines. Survey is necessary. Clearance should be given. The length of rail tracks in Maharashtra is 12500 miles. There are thousands of railway level crossings on these lines which results in loss of life at times. Therefore, railway level crossing should be manned. An over bridge should be constructed at Lasalgaon and Nandgaon in district Nasik of Maharashtra. Sanction has been given for Nandgaon. Railway should carry out the work.

Development is prime consideration for laying of new rail tracks but how it can be achieved without the advent of new rail tracks.

Nasik is a place of pilgrimage Kumbha Mela is organised here, a contonment is here, manufacturing unit of MIG planes is here but there is no train for Nasik.

I request for two additional trains and introduction of Mumbai to Nasik local train and construction of a terminal as well.

Gitanjali Train and Pushpak train pass through Nasik but these do not stop at Nasik. These trains should have stoppage at Nasik and Manmad stations.

Onions and grapes grow in abundance in Nasik district. Grapes are supplied all over the country by railways. The farmers suffer shortage of rail services.

But carrying out reforms in Railways Recruitment Board the backlog vacancies for Scheduled Castes and Scheduled Tribes must be filled. The Railways Recruitment Board is behaving arbitrarily, it needs urgent reform. If reforms are not incorporated it will soon go to dogs.

Potable water was previously available in First Class A.C., IInd and A.C. III tier but it is not the same now. Owing to this Rs. 10 has to be paid for 1 liter bottle of water which everybody cannot afford. Freedom fighters are there. Arrangements should be there for potable drinking water.

Theft of coal and other things take place. It should be stopped. I hope that railways will improve and march ahead.

Sir, I am thankful to you for allowing me to speak.

[English]

*SHRI S. MURUGESAN (Tenkasi): Sir, through you, I would suggest a few points to draw the attention of the Railway Minister.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Shri S. Murugesan]

Within our Tenkasi Constituency, Tamil Nadu, Puliankudi is a big municipal town with a population of more than one lakh. It is a big business centre for agricultural products; also, hundreds of people of this constituency are employed in foreign countries. There are 12 higher secondary schools. But there is not train facility, and people who wish to go over to Chennai or to some other place have to travel almost 12 kilometres to reach Sankarakoil or Kadayanallur where the express train stops. The nearest Railway Station is Panlinkoil Sandhai, which is 8 kilometres away, but the express train would not stop there.

Now, the Railways have allotted funds for conversion of metre-gauge into broad-gauge from Madurai to Quilon. If the railway line being laid is extended up to another 8 kilometres, then Puliankudi municipal town will have train facility, which would be a boon to the students, the agriculturists and the merchants. The cost of laying a railway line on a 8 kilometre stretch would be much less, and the people would get the facilities, which they would enjoy.

Therefore, I request the hon. Railway Minister to consider sympathetically the issue of laying a railway line and to construct a railway station at Puliankudi town.

I would also like to draw the attention of the hon. Minister, through you, Sir, towards Pavoorchatram, which is a town between Tenkasi and Tirumahuli on the National Highway. A railway gate connects both these towns. There is heavy vehicular traffic between these two towns, especially during Coutrallam season. Tenkasi is a big city and, recently, the State Government shifted the Government Hospital to an outer place situated on the Tenkasi-Madurai Highway. People are suffering a lot everyday, due to frequent closure of the railway gate. So, an overbridge at both the places is very essential.

In the above circumstances, I request the hon. Minister to pass suitable orders for the construction of overbridges at both these places.

[Translation]

SHRI SUBODH MOHITE (Ramtek): Madam, Chairperson, I want to conclude my speech on Railways Budget in short. I was listening to the speeches of everybody with all attention. Most of the people have put forth some demands but I do not demand anything in my speech. I do not demand about electrification, gauge conversion and stoppage.

[English]

Distribution of the Budget in various zones of India.

[Translation]

Neither I am demanding this. But I want to raise four issues.

[English]

They are all technical points which are related to the working of Indian Railways.

[Translation]

If Railways do not consider these four points then a major question will arise before the Department of Railways about preparation of next year's budget. Therefore, instead of going into theoretical aspect, the technical aspect.

[English]

They are based on logic and technique.

[Translation]

I want to put as it is.

21.00 hrs.

I welcome the good budget presented by Mamataji. I want to make my first submission on safety. The vital point in railway safety.

[English]

That is the safety of the life of the passengers.

[Translation]

But as far the records examined by me I have to say with great regret that the death toll has increased in last five years.

[English]

Every year, it is increasing.

[Translation]

This number is increasing for the last five years. I can give you the figures. 305 persons were killed in 1994-95 which increased to 489 in 1998-99.

[English]

It is continuously increasing.

[Translation]

If we go into the reasons for death tolls then the details which surface,

[English]

There are various reasons for the accident like derailment, equipment etc.

[Translation]

But the major factor.

[English]

Is the negligence of railway employees.

[Translation]

It is shown in the budget that.

[English]

Due to negligence of the employees, there are major accidents.

[Translation]

I am not talking about accidents but those people who have lost their lives while journey, how can we pay homage to them, how we encourage others, these all should be discussed. The discussion on Railway Budget of India could not be completed only by saying that this train should be provided stoppage in my constituency. Major points should be discussed.

[English]

A major factors is due to the negligence of the railway employees

[Translation]

I have also studied the reasons behind these accidents. A large number of employees are deputed in it. The thing that has appeared is

[English]

The training which the Railway gives is a monotonous training. There is no change in the pattern of the training since the last ten years.

[Translation]

Therefore, there is a need for change.

[English]

Actually, it should not be like this. The Railways play with the life of the passenger.

[Translation]

But it does not happen intentionally. So my request is that you may reduce the number of services but

[English]

keep in mind the security aspect first. Priority should be given to the security of the passenger.

[Translation]

Railway employees do not play with the life of the passengers intentionally. But to replace the word intentionally, the technology which has been adopted.

[English]

it should be analysed.

[Translation]

This needs to be recycled then only it will work, this is what I think. My second point

[English]

is also a technical point. It is the operational performance of the Indian Railways.

[Translation]

The study done by me is on small scale but

[English]

Many institutes have studied the performance of the Railways. Actually I am having the Performance Report of the TERI

[Translation]

The second performance report on railways was submitted by the Railways Fare and Freight Committee, 1993. It says that what you say about energy consumption

[English]

Energy should be saved. Most of the Budget provision is consumed in respect of the performance of the railways. 16 percent of the Budget consumed in respect of the performance of the railways.

[Shri Subodh Mohite]

[Translation]

The report submitted by the committee

[English]

There are three parts of the fare

[Translation]

Coal, diesel and electricity is there. I will not go into Coal and Diesel because

[English]

It will take more time. But under electricity, if a train runs on electricity it will require 18.8 KV to 25.7 KV power consumption. If a train runs in this range then

[English]

it will be beneficial.

[Translation]

A train should cover 1000 km. by said power. But according to current practice of Indian Railways trains do not run within this range.

Therefore, efficiency is decreasing rapidly. Why this is happening, it is a big question. I can provide the answer of this question on the spot that why there is waste of energy in Indian Railways, our Committee has submitted the report

[English]

it should be consumed between the minimum level and the maximum level.

[Translation]

The technology being adopted by the Indian Railways, the instrument control alongwith it. There is deficiency in the system.

[English]

Under utilisation is a technical word.

When we drive Maruti car at about 45-60 speed we get more average. But if we drive the same vehicle either at fastest or slowest speed, the average comes down. In the same way....*(Interruptions)*

MR. CHAIRMAN: Please wind up soon.

[English]

SHRI SUBODH MOHITE: Only two points are there.

[Translation]

as for technology, I think that

[English]

the Indian Railways should adopt time bound energy conservation scheme

[Translation]

this will result in reduction of cost and increase profile as well as I had raised the point of safety of lives and number of deaths, the money being spent now will be used for the margin of profit of life.

[English]

It will be diverted for the safety of the passenger.

[Translation]

I actually congratulate Mamtaji for presenting very good budget. My third point is about the aspect of revenue which has been analysed in a very good manner. As for revenue, this booklet given by Mamataji provides a chart of overall railway revenue receipts at page III of explanatory Memorandum on the Railway Budget. But the funny point is that I do not want to go into details of it but in the form of abstract....*(Interruptions)*

MR. CHAIRMAN: Mohiteji wind up please.

[English]

SHRI SUBODH MOHITE: It is a major point. There are totally nine zones in the Railways.

[Translation]

If we turn once the page No. 111, we find that five out of nine zones are earning profits and rest of them are running into losses. These are four zones which are running into losses from the year 1998 to 2001 and as on date. But despite providing required allocation of fund, adequate employment and trains, reasons for such loss have never been anaylsed. Therefore, the effective zones, profit making zones and the profits earned by them is being diverted to loss incurring zones. The public which is travelling with proper tickets the zones are earning profit they are loosing the opportunity and their development suffers.

[English]

MR. CHAIRMAN: You must complete now it is not possible for everyone to speak as long as they want.

[Translation]

SHRI SUBODH MOHITE: Therefore, I request that the pattern of loss and profit should be done at zonal level in the manner as the funding pattern has been centralised.

[English]

It should be the responsibility of the zonal officer to make his zone profitable. It would be for the betterment of the railways.

[Translation]

If it is done, I think that....*(Interruptions)*

[English]

MR. CHAIRMAN: Now, you have to stop. Nothing will go on record. ...*(Interruptions)**

[Translation]

SHRI SUBODH MOHITE: I think Kumari Mamataji has taken a new step. I am happy about it. But there is technical point to be made here. There are some projects which lack scientific criteria but despite that these are taken up and implemented. I do not want to name these projects....*(Interruptions)*

[English]

MR. CHAIRMAN: Please complete now.

SHRI SUBODH MOHITE: I also have the proof in the form of documents

[Translation]

Corroborating that how these are not feasible. But I had met hon. Chairman of the Railways three days back. I asked him how the under utilized lines have been sanctioned. He told me a very interesting thing. He told me that he was technical man therefor posses less technical feasibility....*(Interruptions)*

*Not recorded.

[English]

MR. CHAIRMAN: All the hon. Members have to speak. If you want to sit up to 6'O clock in the morning, you can sit

[Translation]

Please wind up.

SHRI SUBODH MOHITE: I am not delivering a speech.

MR. CHAIRMAN: But you have to wind up sooner or later, as so many members are there to speak.

SHRI SUBODH MOHITE: The feasibility of the project should also be taken into account.

[English]

There should not be any political interference in sanctioning a project.

[Translation]

I have got some papers which have been politically sanctioned.

MR. CHAIRMAN: Submit those papers to Hon. Minister. Please wind up.

SHRI SUBODH MOHITE: Now this is my last point.

[English]

MR. CHAIRMAN: Every time you are saying that this is your last point. Please conclude now.

[Translation]

SHRI SUBODH MOHITE: When some new projects are launched, they are given priority in the beginning as these have got some political impact as well. But when the projects once starts, it is kept in abeyance. That is why it is necessary to complete the projects which have not been completed so far regardless of presence and absence of the person who launched the project. Such projects should be completed at the earliest and the public should not be deprived of the benefit of that project.

[Shri Subodh Mohite]

[English]

I am very sorry, I have troubled you. I thank you very much for giving me this opportunity.

*SHRI ABUL HASNAT KHAN (Jangipur): Hon. Chairman, I convey my thanks for giving me time to speak on the Railway Budget.

Through you, Madam, I would like to draw the attention of the hon. Railway Minister on some points on which action is urgently needed for the benefit of railway commuters of my district, Murshidabad.

That Sealda-Lalgola section and Katwa-Barharwa/ Farakka section of Eastern Railway should be connected at Nashipur-Azimganj Point. This is a long pending demand of the inhabitants of my district. This will help in the economic growth of that area and will give convenient passage to the passengers and freight traffic on both sides of the Bhagirathi River. The Railway Convention Committee has also given its favourable recommendation in this regard.

Madam, construction of a new Railway line from Berhampore to Kandi has been taken up last year but it is still in dark. I would request that the survey work should be undertaken at the earliest.

A new Superfast train from Sealda to New Jalpaigrui has been announced by the Railway Minister. I would request that it should run through Katwa-Azimgaj route and the timings of this proposed train should be such that it can cater to the needs of passengers of Jagipur subdivision who take much trouble for not having morning train for Sealda/Howrah.

Madam, Computerisation reservation system has been sanctioned at New Farakka Railway Station, but till date it has not been commissioned. I would urge upon the Minister to look into the matter. I would also request that the computerised reservation facility should be provided at Jangipur Road Station too.

Madam, Farakka Railway Station is one of the busiest stations of Malda Railway division. It has an earning of about Rs. 22 lakhs monthly only from passenger tickets. But the amenities given to the passengers and the condition of the station are very poor there. It needs upgradation and improvisation. I would request the hon. Minister to please take care of this also.

*Speech laid on the Table of the House.

There are two big national projects, that is, Farakka Barrage Project and National Thermal Power Project at Farakka. People of different States of India stay here but there is no stoppage of Guwahati-South India bound trains and Guwahati-Dadar Mail/Express trains at New Farakka Station. I hope that due attention would be given in this regard.

I would also request that Dhuliyan Ganga Railway Station should be shifted towards National highway approach road to facilitate easy accessibility of the commuters of this area. The present site is very inconvenient and the passengers are facing a lot of difficulties because of this.

Madam, a morning-time train should be introduced from Malda/Farakka to Howrah/Sealda via Azimganj Katwa route as there is no train to the State capital on this time for the inhabitants of Jangipur sub-division.

I do hope that the hon. Railway Minister would take necessary and early steps to mitigate the problems of the inhabitants of my districts on the points raised by me.

[Translation]

*SHRI SURESH RAMRAO JADHAV (Parbhani): I welcome the steps taken by Hon. Kumari Mamata in the rail budget. She has not hiked the passenger fares of trains. She has offered only minimal hike in charges. This budget is reform oriented and the all commendable steps have been taken to increase railway income in the budget.

The railways is unable to increase its moveable stock and extend its rail lines due to the resource crunch. Over the five years, there is steady decline in plan allocation. The railways has to dpend on budgetary support, internal resources and additional sources for its resources.

It is commendable that the railways has cut down its expenditures by improving its functioning Kumari Mamata has increased plan allocation by securing more budgetary support. The proper utilization of available resources is necessary. The railways should finance the projects as per the priority.

The new rail lines in the backward areas and gauge conversion and doubling of rail line on the heavy traffic should be given priority.

It is necessary to give special attention to the conveniences and facilities of the passengers travelling by sleeper class and express ordinary class.

*Speech laid on the Table of the House.

It is necessary to check the train accidents. The recommendations of reports of the Khanna Committee and all the previous enquiry committees should be implemented immediately the incidents of departments of goods train are a matter of concern. It is necessary to give thrust on modernisation of tracks.

In the rail budget, (out of the additional burden of Rs. 600 crore) income of Rs. 350 crore will be earned through increasing freight on coal and chemical fertilizers. This will lead to the additional burden on our power houses and those using chemical fertilizers. The financial condition of power houses is likely to be detoriated further.

There are still few areas in Maharashtra particularly in Vidarbha and Marathawada where the development of railways is a must. I am sorry to say that Hon. Mamataji has not made substantial provisions in the budget for Maharashtra particularly the Vidharbha and Marathawada areas various schemes are pending in Maharashtra. It is necessary to expediate the work on these schemes. It is necessary to complete Manmaan-Ahmadabad doubling line project and electrification of Manmaan-Ahmadabad rail line is also necessary.

Poorna Akola Line: The survey for conversion of this meter gauge line into broad gauge line under the Southern Centre Railway which was started in 1995 is going on at a snail's pace. This line is very important. It connects north to south and east to west. It is very important line for the development of Parbhani and Akola districts of Maharashtra. Not only this, everyday a goods train carrying coal reaches thermal power house in Parli after covering a 300 km. long route as a result of which heavy additional expenditure have to be made on transport. Secondly, the distance between Calcutta and Mumbai would be shortened on completion of this line. Only Rs. 10 crore have been allocated for this line in the current budget and this is a meagre amount. This line should be completed at the earliest and adequate fund should be provided for this purpose.

Converting Loco Shed located at Poorna into a diesel home shed: Loco shed located in Poorna is being gradually closed and the staff is being transferred. All the infrastructural facilities are available here. At present the diesel engines are sent for repair at a place which is 500-700 km. for from there. If this loco shed is converted into diesel home shed, the unutilised railway property worth lac of rupees could also be utilized and diesel engines would not require sending for repair to the remote areas.

Transferring Nanded Division to Central Railway: Nanded Division was set up so that it should be transferred to central railway. It is not still functioning full-fledged even after several years of its establishment. Therefore, division should be made functional at the earliest and transferred to the central railway. There is wide spread Public resentment over it.

Mudkhed Adilabad Line: The gauge conversion of this line is going on at a snail's pace. This line is very important. There is also a toly place of Sikhs there. The coal is supplied to Parli thermal power house from Chandrapur coal area through this railway line. This should be completed at the earliest.

New Parli-Baijnath-Ahmadabad railway line: The work on this line is also going at snailsface due to shortage of funds. Therefore the provision at least 50 crore rupee should be made for the purpose.

SHRI SHRIPRAKASH JAISWAL (Kanpur): Madam Chairperson, I am thankful to you for giving me an opportunity to speak on the railway budget. Anyway I have always been obliged by women in the same way as you have obliged me today. I hope Mamataji would also oblige me. Fortunately, our leader is also a lady and I have also been obliged by her.

I will not take your much time the people congratulated Mamataji for not hiking the fares. The people must have been surprised over no-hike in passenger fares in the railway budget this time. But I was not surprised at all, because I know the 'Sanskaras' of ideology of Mamataji. Therefore it was not a matter of surprise for me.

Rather I had other kind of expectation from her that after taking over the charge of Railway Ministry, there would be surprisingly improvement in the railway system in our country. But my second expectation was that the problem of corruption rampant in the railways and various other problems as the previous speakers have pointed out would be solved and Hon. Minister would take step in this regard. I believe if Mamataji takes steps, there would be improvement in that area as well. Today not increasing fares is not the only problem before the country. The second biggest problem being faced by our countrymen is how trains can run in time, how to easily get reservation how to travel with all facilities, and how the trains reach their destination in time. Unless some improvement is done in this regard, Hon. Railway Minister, your image for which you are known could be darkened. I congratulate you for not hiking the train fares.

KUMARI MAMATA BANERJEE: Do you not want any stoppage?

SHRI SHRIPRAKASH JAISWAL: I want many things from you. I will submit the list of points to you. But you make some improvement so that the people may come to know that Mamataji has become railway Minister and some improvement is taking place. I certainly expect this thing from you.

KUMARI MAMATA BANERJEE: None other stoppage.

SHRI SHRIPRAKASH JAISWAL: The railway budget presented by you is itself a surprisingly event. But it is surprising for others, nor for me.

Sir, I am from Kanpur and also a member of railway consultative committee. I have also raised these three or four points in the meeting. Kanpur is the major railwawy station between Delhi and Howrah. There is no other such biggest industrial city. No city has so many industries as Kanpur. Despite all these things, the condition of Kanpur is such that there is not a single train which originates from Kanpur and terminates there. There is only a meter gauge Kanpur-Farukhabad-Kanpur train. I am not furnishing a detailed list of the trains. I had made seriously a request to you and I hope that you would be pondering over it. The corruption by the touts is rampant in Kanpur from 9 PM to I AM. The reason behind this is that there is not a direct train available for Delhi from there. One train comes from Howrah wherein there is a quota of four berths from here, one train comes from Muzaffarpur which has a quota of six berths and one train comes from Lucknow which has a quota of eight berts from here. The reality is that atleast three to four thousand people want to travel from Kanpur to Delhi and vice-versa. I hope you are seriously considering it. However I want to request once again that you would introduce a superfast train from Kanpur to Delhi so that the passengers of Kanpur might get the facility of this train.

Sir, I know that the railway Minister is not in a position to introduce more trains and I am not giving the list of two or four trains. If two 3 tier coaches and one AC 3 tier coach are connected to the Pushpak Express bound for Mumbai from Kanpur the problem of 400-500 passengers who travel and go for business related works will be solved for the time being. In the same way I request that a 3 tier coach and one AC 3 tier coach from Kanpur should be connected to Garakhpur-Cochin train. This will solve the problem for time being. Through you, I put forth my next demand. And that is the railway Ministers have not made a provision to construct even a single flyover in Kanpur for the last 35 years. I had made a request to the railway Minister for the construction of a flyover foundation stone of which was also laid but the construction work on this has not commenced so far. I received your letter wherein it has been mentioned that Uttar Pradesh administration is not prepared to give its' share or it is not ready to give its share none. I am aware of the financial condition of the Government of Uttar Pradesh. I would like to request the hon'ble Minister as to why he does not rope in the private sector for construction of flyovers in Kanpur or other places. More or less all the state Governments are facing financial crisis big or small. You may readily sanction the flyover, but the State Government does not has that much funds with which it can easily afford to give its share for the construction of flyover. If you involve the private sector then this problem can be solved. You may arrange to invest the private sector funds which comes to you through the state Government for the construction of the flyover after due permission of the state Government. I think that this arrangement may prove a miletone in resolving the problem of overbridges. It is very necessary in case of Kanpur. The file of the proposed flyover near an eye-hospital in Kanpur which was sanctioned ten years ago should be cleared and construction on that bridge be undertaken without any delay.

The traffic on Kanpur-Jhansi single railway line. has risen to unprecedented limits. I think that proposal in regard to doubling of this line is pending before railway board but nothing has been provided in the railway budget for carrying out the same. I urge upon the hon'ble Minister to direct his department for doubling of Kanpur-Jhansi Railway line at an early date.

Finally, I want that the hon'ble Minister should take any decision regarding vacant lands in view of my submission to this effect in the railway consultative committee. I would like to congratulate Mamataji for the agreement. She is going to sign, probably with HUDCO to make use of vacant land of railways worth billions of rupees, particularly in Kanpur and Lucknow section about which she has made a mention in the budget also. She has options to utilise it through HUDCO or through any other agency as vacant land worth billions of rupees is lying unutilised in several cities. I know only about Kanpur city. You may mobilise thousand crore rupees from Kanpur city only. If you take an early step in this direction, you may resolve this financial crisis faced by the railways. If you get one thousand crore rupees in lieu of these lands and if you spend if for Then the problem of flyover and renovation of Kanpur station would also be solved. The condition of Kanpur city is detoriating day by day. Kanpur used to be among the five major cities of the country twenty year back. Today, the things have come to such a pass there that all industries are on the verge of closure, business activities have come to a stand still. There is double rail track between Delhi to Howrah. Hon'ble minister and the whole country know that only a

stretch of 5 km. between chanderi and Kanpur station is a single track.

This 5 km part of line is a major hurdle between Delhi and Howrah. All of the trains, whether it is Rajdhani or Shatabadi Express, pass through this single track as you can not converted it into double track. As only the regularised colonies are there, not unauthorised ones. But if you allow the trains plying between Delhi and Howrah through old railway station of Kanpur from Chanderi istead of the Kanpur Central it would work for you as double track. Kanpur has become a big city and from this point of view also, old Kanpur station would fully useful for the residents of this city and they would have the facility of double track also. There will be no need to construct flyovers at 4-5 railway crossings because the track which is going through the heart of this city would automatically becomes unoperational. This track would lead to old Kanpur railway station. While concluding my speech, I must be thankful to the hon'ble Minister of Railways and express my gratitude to the hon'ble Chairperson.

[English]

MR. CHAIRMAN: Now, Shri Ashok Argal is laying his speech on the table.

[Translation]

*SHRI ASHOK ARGAL (Murena): I congratulate the hon'ble Minister of Railways for presenting the railway budget of this millennium. She has provided relief to all sections of the society by not hiking fares of any class of passengers. The passengers would have the facility of 19 new trains in the new year. The announcements which you have made to upgrade the passengers facilities and promote transportation would be implemented immediately.

I urge upon that the age old problems should be solved by including the following points in budget:- "Work should be undertaken at the earliest to convert Gwalior-Shyopur meter gauge railway line into broad gauge railway line so as to develop this backward area. A new railway line should also be laid upto Kota.

No super fast train is provided halt at Morena due to which people face a lot of problems to reach Nagpur and Jabalpur. I, therefore, request you to provide two minute halt of Mahamaya Express, Habibganj-New Delhi-City Express, G.T. Express, Hirakund and Samta Weekly Express there.

The condition of Morena railway platform is in bad shape. The flour surface is uneven, roof is broken and light system is not in order. Thus, the condition of this platform should be improved.

Banmore is an industrial area and only Chhattisgarh express has been provided halts. There So, Utkal Express and Mahakaushal Express should also be given stoppage there.

[English]

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Madam Chairperson, you have motivated many Members to lay their speeches on the Table.

MR. CHAIRMAN: I know that.

I just want to inform the House—it is my duty—that I hav got still the names of 50 Members from the BJP and the names of 27 Members from the Congress—out of which nine Members have completed their speeches—that leaves us with about 18 names, who are willing to speak. So, as per the list that I am having here, more than 70 Members are left to speak.

SHRI PRIYA RANJAN DASMUNSI: Out of that, I find that there is one-third dropout from every party.

MR. CHAIRMAN: I would, therefore, request the Whips of each party to check up their list as to how many are actually left and give me an updated list so that we can regulate the time. So, if there are still 70 Members to speak, then I have to give much less time. If we have only 10 or 15, as he says that others are dropouts, then we can give more time. So, I am requesting the Whips of the main parties to please look at their list as to how many Members are present, how many are actually going to participate so that we can regulate the time.

DR. NITISH SENGUPTA (Contai): Why do you not take into consideration those who are present here?....*(Interruptions)*

MR. CHAIRMAN: My job is to call the names.

DR. NITISH SENGUPTA: Kindly ignore all the others who are not present here.

MR. CHAIRMAN: So, the Whips can cut out the names of those who have left and who are not going to prticipate from their list and give me an updated list so that it will be easier for me to regulate the time.

*Speech laid on the Table of the House.

[Mr. Speaker]

Shri P.S. Gadhavi Not present.

Shri Adityanath.

[Translation]

YOGI ADITYANATH (Gorakhpur): Madam Chairperson, I would like to appreciate the hon'ble Minister of Railways before expressing my views in support of rail budget of India for the year 2000-2001. She has presented a progressive budget reflecting a true and real picture of the Indian Railways as well as the challenges before it on one hand, it is capable of setting new horizons of performance while on the other hand it is capable of bringing the derailed rail on the track of development to enable it to face the challenges.

The Indian Railways with a fleet of eight thousand passenger trains and 5500 goods trains covering 62,800 km. track is taking around one crore thirty six lakh passengers to and fro and transportation of 12 lakh tonnes of goods with the co-operation of it's staff strength of 16 lakh employees. The capital assistance being extended to the railways out of central exchequer has come down to eighteen percent during the Eighth five year plan which means a downward trend i.e. 75 percent in the fifth five year to 18 percent in the eight five year plan. Railways are facing a serious resource crunsh. That is why Railway could not do much in regard to construction of track during the year 1999 in comparison to the years 1953 and 1947 though it had a track of 54 thousand kms long track during the year 1853. The provisions made in the Railway Budget by the Minister of Railways have exhibited a strong will power and financial discipline which is really worth appreciating and encouraging. I would like to congratulate the hon'ble Minister of Railways for the light thrown on the important issues such as transportation of goods and safe travelling through the Railway network of 62 thousands 800 kilometres in view of the growing population. It is really worth appreciating that a task force from safety point of view has been constituted.

Although hon'ble Minister of Railways has explored many possibilities in the rail budget to expand the Railway network be forgot to give any importance to the eastern part of Uttar Pradesh in this\budget which has remained neglected since independence. She has been famous for the liberal. I would like to draw the attention of hon'ble Minister of Railways towards certain important points, and progressive ideas and for mooting proposals. I thought, that she would take care of all these problems of eastern Uttar Pradesh which have been the main causes of its backwardness. If the Ministry of Railways look into those problems and try to develop eastern Uttar Pradesh then certainly the backwardness of eastern part of Uttar Pradesh can be removed. Some of these problems are worth mentioning. An overbridge on Kudaghat at national highway via Dharamshala-Bazar and four-crossings of Mohaddipur in Gorakhpur is being demanded since long. But not a single bridge has been constructed in Gorakhpur. Railway Board had sent a proposal for a super fast train from Gorakhpur to Delhi to the Ministry. We were hopeful that this proposal would be included in the budget, but unfortunately, there is no such sign. The super fast train, which comes from Gorakhpur via Barauni is not sufficient.

Two months waiting is a common feature for Vaishali Express. I request the Minister of Railways to run a superfast train from Gorakhpur to New Delhi. In addition to that Gorakhpur is the headquarter of eastern railways and because of it there is a lot of rush of passengers from Hindu nation Nepal and Bihar at the Gorakhpur Railway station. Therefore ticket counters should be opened at the sub stations City-Halt, Gorakhpur cantt stations and in Northern part.

Approval for doubling of the Gorakhpur-Sahjanwa line was accorded five years back. Token money is granted for that every year, yet no progress is made in this regard. I think, that Railway department has nothing to give to the people of the area except token money in this years budget also. This line should be doubled. In addition to overbridges, light weight tracks should also be provided. Gauge conversion of loop line from Grakhpur to Gonda via Nautanwa should be undertaken. This is being demanded since long. This project was approved in the year 1997-98. This M.Ps. belonging to our area have been demanding this but nothing come out this year except the token money. It is absolutely necessary. This should be included in this year's budget.

Madam Chairperson, I would conclude after mentioning 2 or 3 more demands. No regular train service is available from Gorakhpur to Haridwar, Mumbai and Calcutta due to which passengers have to face a lot of difficulties. I, therefore request make a provision in this budget to introduce train on regular basis for these three areas.

The people have been demanding since long time that all trains should be provided halts at Sahjanwa, Jagat-Bela stations in Gorakhpur.

In this manner railways would not have to bear the financial burden. I, therefore, request that the stoppage of trains on the above said stations may be ensured two important stations of Pipraich and Ghughli fall on the Gorakhpur Nakatiaganj railway line. People in large number make to and fro journeys here. Thus, I request that passenger and express trains should be provided halts on these stations.

[English]

SHRI PRIYA RANJAN DASMUNSHI: The chair should be on record. They can not do like that....*(Interruptions)*

MR. CHAIRMAN: I am going to announce the names.

[Translation]

YOGI ADITYA NATH: Rail services have not been provided in the newly created district Maharajganj till date. It is my submission that proposal to lay new railway lines from Ghughli to Anand Nagar via Maharajganj and from Sahjanwa to Dohrighat via Bansgaon should be included in the budget. Moreover a railway line should be laid in the southern part of Gorakhpur, which is deprived of rail facilities altogether. Madam Chairperson, my last point is that a complaint indifference towards Technical and accounts employees of Railway department in recommendations of the Eight Pay Commission is being received. This should be redressed. The proposal about looking after the welfare of employees should also include their proper adjustment in service and providing jobs opportunity to thousands of casual workers of railways on priority basis in the budget proposals with these words, I once again want to be thankful to hon'ble Minister of Railways for presenting a revolutionary and progressive budget and hope that she would be able to translate her liberal and progressive views reflected in this budget into action.

[English]

MR. CHAIRMAN: We have got the names of the following Members who are laying their speeches on the Table of the House:

1. Shri K. Francis George
2. Shri Raghuraj Singh Shakya
3. Shri Manikrao Hodlya Gavit
4. Shri Ram Naresh Tripathee
5. Shri Paban Singh Ghatowar
6. Shri Bhartruhari Mahtab
7. Shri Vishanudeo Sai
8. Shri V.P. Singh Badnore

They may lay their speeches on the Table.

Now I am calling Shri D. Venugopal.

*SHRI K. FRANCIS GEORGE (Idukki): Sir, the Railway Budget, 2000-2001 has invited mixed reactions from different sections in our country. It has been hailed as a growth oriented budget and, at the same time, as one which does not deal with any of the critical issues facing the railway establishment of our country, which is one of the largest in the world.

The hon. Minister of Railways has announced a host of popular and populist measures starting with no fare hike, 19 new trains, concession to students, freedom fighters, widows of Kargil martyrs and exempting essential items from freight hike.

The hon. Minister could secure a plan outlay of Rs. 11,000 crore, a 23 percent increase from the current year outlay of Rs. 8,965 crore. The highest budgetary support of Rs. 3,540 crore and deferring of dividend payment to the tune of Rs. 1,500 crore has been secured by the hon. Minister.

But looking at the whole exercise dispassionately one cannot but say that the hon. Minister has failed to address the real issues that are being faced by our railway which need urgent attention and radical measures to tackle those problems. We need to rationalise, restrain and redeploy our workforce. We need measures to create a safety net. We need large-scale training facilities, extensive research and development to improve passenger facilities and to attract higher value freight. The 5 percent freight hike in the face of falling freight movement will be counterproductive, as it will raise production cost of industrial goods and the companies will pass on the increase in cost to the consumers. Our expenditure has grown @ 4 percent, but revenue growth has been only @ 3.5 percent and consequently reserve funds of the Railways have depleted from a peak of Rs. 3,500 crore to almost nil.

Lastly, Sir, I am forced to say that our State has been taken for a ride by the hon. Minister of Railways in her maiden Millennium Budget. But she was gracious enough to listen to us and had promised to rectify the lapses in the Budget at the discussion state. We had submitted a memorandum which I hope will be favourably considered by the hon. Minister. Also I would like to bring to the kind attention of the hon. Minister the fact that my constituency, the Idukki Parliamentary constituency is without an inch of rail way. Idukki is in the high ranges of Kerala, an agricultural and plantation belt, where cash crops and spices are grown which earns valuable foreign exchange for the country. Also due to its location and scenic beauty, it has got high potential for the growth of

*Speech laid on the Table of the House.

[Shri K. Francis George]

the tourism industry. To boost agriculture, trade and tourism and for be*ter travelling facilities for the population of this backward area, it has to be connected by rail at the earliest. The railway track from Madurai to Bodi *via* Theni can be extended from Theni to Kumily-Lower Camp. I hope at least in the next year's budget, the hon. Minister will take up this proposal. Also I request the extension of Angamally-Sabari railway from Erumely to Punaloor and also the establishment of three railway reservation out agencies at Nedumkandam and Kumaly in Idukki and Ranni in Pathananthitta district.

[Translation]

*SHRI RAGHURAJ SINGH SHAKYA (Etawah): Hon'ble Chairmen, Sir, I welcome the hon'ble Minister of Railways for presenting flexible budget this year as compared to last year's Railway Budget. Even otherwise also, madam minister of railways is very simple and takes her job very seriously. But I would like to draw her attention towards my constituency. Etawah and thank her for the following things;

Etawah-Mainpuri railway line project which has already been sanctioned, should be increased upto Ettah and the sanctioned amount of 10 lakh rupees should be increased to 30 crore rupees.

About 400 crore rupees have already been spent on Guna-Gwalior-Bhind Etawah project. Thus, the remaining work should be completed forthwith.

The work on railway under ground bridge on Etawah-Mainpuri road which was to be completed by 31.3.93 is yet lying unfinished. It should be completed at the earliest.

No train has been given for the passengers going to Kanpur from Etawah upto 10'O clock in the morning. So, halt for a train should be provided to facilitate the journey of passenger between Kanpur and Etawah.

General bogies should be added in Express trains so that poor persons can also travel conveniently.

Magadh Express which is bound for Delhi has been given halt at Etawah but the same train while going to Kanpur from Delhi has not been provided halt to Etawah. So this train should be provided a halt at Etawah.

Railway Police Force should be posted in place of G.R.P. to check the crimes, restriction should be imposed on the police personnel who extort money from the passengers in general bogies.

Free rail-travelling should be allowed to the next of Kins of Kargil war martyrs.

Gauge conversion of Kanpur-Kannauj-Farrukhabad-Kasganj should be undertaken.

In the end I welcome this railway budget and conclude.

*SHRI MANIKRAO HODLYA GAVIT (Nandurbar): Respected Chairman, Sir, I am submitting my written speech on the Railway Budget for 2000:

I felt very distressed after going through the Railway Budget which the Hon. Railway Minister Miss Mamata Banerjee has presented in the Lok Sabha. My Constituency 15 Nandurbar is in Maharashtra State and it honcas its district headquarters also. The Railways is a very important department of our country, it provides many facilities to our countrymen and it is a big national property. There are many backward tribal areas in the country. Those also includes tribal area of Gujarat and Maharashtra States. The Surat Bhushawal railway line which is about 335 kms. long passes through the tribal area. This rail line was constructed before our country got independence. The condition of this railway line is as before. No new facility has been added to it. Therefore, I request the Hon. Railway Minister to give her attention to the following issues keeping the tribal area in view and kindly try to solve the issues by not ignoring them:-

From Surat to Udhana is a double railway line and from Bhushawal to Jalgaon is also a double rail line. The doubling of railway line from Udhana to Jalgaon should also be approved and a survey should be conducted for the purpose and provision should be made for it in the rail budget for 2000.

The survey for laying new rail line Manmad, Malegaon, Dhule upto Nardhana has been completed but no provision of funds has been made in the budget. Provision should be made for it in the budget for 2000.

The survey of the Manmad, Malegaon, Dhule, Nardhana rail line has been completed but I demand that survey work from Nardhana to Shivpur and upto Indore should also be conducted.

Rail line gets fractured at many places on the Surat, Bhushawal rail line. Rail lines should be replaced after every twenty years. The above old rail line should be replaced.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

The platforms which have been constructed on the Surat, Bhushawal rail line date back prior to independence and these platforms are at the ground level. They are still the same. Platforms are not constructed there by mixing tar or concrete. These should be properly constructed and height and length of these should be increased and approach roads should also be constructed.

Nawapur railway station is situated at a distance of 105 kms. from Surat on the Surat Bhushawal rail line. This is my native place. The Ahemadabad-Howrah express crosses with 76 UP train daily at this railway station. Passengers have to face a lot of difficulty in boarding and alighting from the train because they have to cross the rail line as there is only one platform. I request the Hon. Railway Minister to construct a second platform at the Nawapur railway station. I also demand completion of incomplete shed on the paltform. Nadurbar is a JN. station on the Surat Bhushawal rail line. Nandurbar also houses headquarters of my 15 Nandurbar constituency. It also houses the headquarters of Nandurbar district. People of four tehsils visit to Nandurbar city for their own work at the district office. The names of the four tehsils are-Sahada, Akani, Takoda, Akkalkuwa and some injured, sick people and pregnant women also come there for delivery. There is a railway gate near the Nandurbar railway station. This gate remains closed for 15 minutes whenever any train passes through there. In 24 hours, about 12 passenger trains and about 9 goods train pass through this gate and for that much period of time, the said gate remains closed. I, therefore, demand that an overbridge be constructed at the above railway gate.

The bogies attached to the passenger trains running on the Surat Bhushawal rail line are very old and condemned and no facility is available to passengers in these trains. Toilets in them are broken and there is no arrangement for maintaining cleanliness in them, the number of bogies are also very less and during the vacation time bogies meant for this line are diverted to other lines. And as a result of it rail users have to travel atop the bogies. And this could lead to accidents. I, therefore, demand that at least 10 to 12 bogies should be attached to the trains which run on this rail line.

The following UP and DN Express passenger trains run on the Surat Bhushawal rail line. The names of the trains are-9045-9046 the Tapti Ganga Surat Patna, 9047-9048 Navjeevan Express, 6045-6046 Okhapuri, 8401-8402 Ahemadabad Puri, 8403-8404. I demand a stoppage of these trains in my Constituency Nawapur, 105 kms. away from Surat and at Doyayicha, about 200 kms. away from Surat and quota for reservation should also be provided, otherwise people could resort to 'rail roko andolan'.

I also demand to introduce a Surat-Mumbai passenger train via Nandurbar. Mumbai is the capital of Maharashtra. This train could cater to the needs of people of Maharashtra and Gujarat who have to commute for business or official work.

Nandurbar is a JN. Railway station on the Surat-Bhushawal rail line. Nandurbar also houses the headquarters of this district and about 12 UP and DN apssenger trains halt there. Therefore, a computer reservation centre is required there. Passengers from remote areas have to book their tickets for reservation from Nadurbar to Mumbai, Ahmedabad, Patna, Chennai, Okhapuri and therefore a computer reservation centre is required there.

I request to fulfil all my demands after giving due consideration to all the points raised by me.

[English]

*SHRI PABAN SINGH GHATOWAR (Dibrugarh): Madam Chairperson, I rise to express my strong dissatisfaction regarding the Railway Budget. Once again, the Railway Minister has failed to appreciate the difficulty of the North-East Region and particularly Assam. I come from a region where 96% of the total boundary is with the foreign countries. Only 4% land corridor connects with the Mainland. The communication is always a very difficult thing for the people of Assam.

The progress of the Railway in the country is not reflected in the North-East region. I have noted that the Railway Minister is announced 19 new trains in her Railway Budget, but she has totally neglected the demand of the people of Assam and North East. Not a single train has been given to this region. There is long standing demand for introducing new trains from Assam, one to South and another one to North. The Railway Minister will definitely look into this genuine demand of the people of Assam. In the year 1998, the then Prime Minister honouring the demand of the people of Assam laid the foundation stone of a bridge over River Brahmputra at Bogibeel connecting Dibrugarh and Lakhimpur districts, which will also be connecting both parts of Arunachal Pradesh. The proposed cost of the bridge Boghibeel bridge at the time of laying the foundation stone was Rs. 1,000 crores and the Railway Minister has allocated a meagre amount of Rs. 5 crores in her budget. At this rate, I think, the proposed bridge will be completed not before 100 years. This is another glaring example neglecting the people of the North-eastern region.

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*Speech laid on the Table of the House.

[Shri Paban Singh Ghatowar]

The foundation stone of Rangiya Division was laid with great fanfare five years ago. The work is yet to be completed and the Minister has allocated only Rs. 30 lakhs as against the required amount of Rs. 17 crores.

The then Railway Minister, Shri Nitish Kumar had promised to introduce the Rail Bus Service between Haibargaon and Mairabari and between Senchoa and Slighat in 1998 but it is not yet implemented.

I do not want to narrate the continuous story of deprivation of North-East Region and Assam in prticular in successive railway budgets.

I would like to highlight some of the standing demands of the people of Assam for the immediate attention of the Railway Minister and early action.

Conversion of Dibrugarh Workshop from Meter Gauge to Broad Gauge. The Railway Minister has allocated only Rs. 2 lakhs as against the estimated cost of Rs. 6 crores.

Early completion and upgradation of Tinsukia Sub-divisin into a full-fledged Division.

Extension of Inter-city Express upto Dibrugarh. At present it is Gauhati to Tinsukia only.

Extension of Abadh Assam Express upto Diburgarh.

Extension of Simalguri Moranhat line upto Dibrugarh.

Early completion of extension work of Makun Dangri Line.

Lamding Silchar Gauge Conversion. The progress is not satisfactory. Even a survey has not yet been made.

Baihata Route via Kharupetia new Line. I would request that the survey work may be taken up immediately.

The Railway infrastructure at Mariyani be improved and goods Yard should be converted from meter gauge to Broad gauge.

From Fakiagram to Dhuburu, the gauge conversion should be taken up immediately.

New broad gauge line from Golpara to Mankachar may please be taken up and preliminary survey may be completed immediately.

The gauge conversion from Katakhat to Bhairabi be taken up immediately.

There is a long pending demand of Barak Valley for a railway division at Badarpur.

There is very less number of representation in employment of people from the North-East region. Special recruitment should be made for proper representation of the youth of this region.

In the North-East Region, the trains often run late causing a lot of inconvenience to the passengers. Steps may kindly be taken to ensure timely running of the trains.

These are few problems which require immediate sympathetic consideration of the Hon. Minister.

The Railway stations mostly in Upper Assam were built before Independence and the condition of these Railway Stations is very bad, which requires immediate attention of the Railway Minister.

The Members of Parliament from Assam staged a Walk Out during the presentation of the Railway Budget protesting the total neglect of Assam. We have already submitted a detailed memorandum enlisting ongoing schemes, new schemes and the commitment of former Railway Minister, as desired by the Hon. Railway Minister.

The passenger facilities are in a primitive stage in our State. Majority of coaches are very old without facility. These coaches should be replaced by new coaches.

The security of the passengers also should be ensured in this disturbed area.

I want to draw the attention through you, Sir, of the Railway Minister for her personal attention and early redressal of the genuine grievances which the people of Assam are facing.

*SHRI BHARTRUHARI MAHTAB (Cuttack): I rise to putforth the claim of Orissa for the development of Railway services. As you all know, Orissa has long been neglected by the Railway authorities. It is still a mystery to me, that why Orissa has; been repeatedly neglected when thee is a Congress Government in Centre. Orissa's case has got attention only when there is a non-Congress Government. It was during Madhu Dandavate tenure during 1977-79 or George Fernandese's period during 1989-90. Orissa got better allocation for the development of railway service. Similarly, during Ramvilas Paswan's ministership Orissa's share increased. It was during this period that the East-Coast Zone was established. During Nitish Kumar's tenure, the budget allocation for

*Speech laid on the Table of the House.

development of railway facilities were almost doubled. But I am constrained to note that in the ensuing budget, adequate attention has not been given towards the progress of railways in Orissa. The development and progress of Railway is determined basically taking allocations into consideration. They are, (i) New line (2) Doubling (3) Electrification and (4) Gauge conversion.

I may state with confidence that the allocation made for these projects is less in comparison to last year, if we take the projects that fall; inside Orissa. For a long time, essential projects are being given token allocation, which should have been prioritised. Since my childhood, I have been hearing about Jakhpura-Banaspani line. This is the most profit making line as identified by Railway themselves as once completed, it would facilitate transport of iron-ore and coal from the mining area. This line will increase traffic in the East-Coast Zone and wil give tremendous impetus for the development of Paradeep Port.

I draw the attention of Madam Railway Minister and her colleagues that a multi-crore Oil-refinery project is coming up at Paradeep. For last 12 years, doubling of Talcher-Paradeep line is going on. But, the second bridge over Mahanadi, is under design stage. Tender for record bridge over Birupa is not finalised. I don't know, how much more time is required. The traffic to Paradeep from Talcher is increasing day by day and because of the growing demand, a second line to Paradeep via Haridaspur was who envisaged. And accordingly land acquisition has been done but to my dismay, a meagre amount is allocatd towards this project. I would request, through you sir, the Minister, to make more provision for these project.

I need not remind others that Rail lines will definitely bring progress. Neglect in its development, will automatically choke the progress and development.

The zonal Head Quarter of East-Coast Zone is a long standing demand. When the demaracation of this zone will start? We were assured that it could be completed by end of 1999. But we have crossed that date, long back. Now nobody is discussing about it. Should we think that we should forget it!!

Lastly, I thank the Minister, for providing a gift to our beloved Freedom Fighters' to travel in Rajdhani and Shatabdi Trains, but it is only once in the year. All the Freedom Fighters are above 75 years of age. They are infirm and old. May I request the Minister to provide this facility to Freedom Fighters for their life-time. It will go a long way to serve the Freedom Fighters.

The Railway budget has received flak from the people of Orissa, because no new trains have been allocated to Orissa. We have been demanding for plying an Express Train to Mumbai from Cuttack via-Sambalpur; DMU from Cuttack to Berhampur, a morning train from Bhubaneswar to Calcutta and to run Rajdhani to Delhi at least 5 days a week. There was also a demand to survey Raipur-Bargarh line. I urge upon the Minister to consider these demands while passing the budget.

[Translation]

*SHRI RAM NARESH TRIPATHEE (Seoni): The Hon. Mr. Chairman, Sir, I thank the Railway Minister for presenting a well-arranged, balanced and people friendly railway budget in the Parliament and I support it. Sir, Madhya Pradesh is the largest but the most backward State of the country. Here rail lines are very less in comparison to its area due to which despite ample forest reserves and natrual resources, this State is backward from the industrial point of view and I have to say with regret that a very large State line Madhya Pradesh and situated in the Centre has escaped from the eyes of Ms. Mamata Banerjee while preparing the railway budget. I want to draw her attention towards the following points:-

The people have been demanding for laying a direct new rail line from Jabalpur for the last many years. Madhya Pradesh had recommended 29 new rail lines to the centre to be constructed during the Fifth Five Year Plan which include Jabalpur, Patan, Damoh, Tikamarh, Lalitpur, Jhansi (which has been constructed upto Delhi from Jhansi) new broad gauge rail line route. After completion of this route, the distance between Jabalpur to Delhi would be reduced by 250 kms. I had drawn your attention towards it in the previous Lok Sabha Session (December 99) under the rule 377.

The people have been demanding new broad gauge rail line from Ramtek to Goregaon for years. Its survey was to be completed by December 99 but the pace at which this work is going on, there is no hope of its completion for many years. The proposed Ramtek-Goregaon rail route is an important rail route of the country after completion of which the distance of north-south would be reduced by about 350 kms. and backward districts of Madhya Pradesh Seoni, Mandala, Balaghat would be linked with broad gauge rail line following which the tapping of its ample forest and mineral resources would be done in the interest of the country and state and which will facilitate industrial development of the state.

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*Speech laid on the Table of the House.

[Shri Ram Naresh Tripathee]

A demand for converting the narrow gauge line from Jabalpur to Gondia into the broad gauge rail line has been made before Independence but no attention has been paid towards that even after 53 years of Independence. Today, when the world in moving with supersonic pace, trains in the backward tribal dominated districts of Mandala, Seoni, Balaghat, Jabalpur of Madhya Pradesh have been running below the speed of 90 kms. which is very unfortunate. There is no provision in the budget for converting this narrow gauge rail line into a broad gauge one.

Though the setting up of the Jabalpur Railway zone has been duly declared, however, the provision made for this purpose in the budget is too inadequate to meet the requirements. It appears that the Jabalpur Railway zone is being completely ignore. I on my behalf and on the behalf of the Gujaratis residing in Jabalpur would like to thank you for extending Rajkot Express up to Jabalpur and would also like to remind you that a large number of Gujaratis also reside in Katani, Sagar and Damoh. Therefore, the Rajkot Express may please be extended up to Katani and it should also be plied twice a week from Damoh and Sagar.

The world renowned tourism centre Bhedaghat is situated at the bank of the Narmada river near Jabalpur and the hill range of marble rocks has created a remarkable scenic beauty in that region. Domestic as well as foreign tourist want to visit that place but find it difficult due to non availability of adequate train services. There has been a popular demand for introducing a local train between Bhedaghat and Adhartal. This needs to be looked into. A special train should be introduced for Bhedaghat on the line of the Taj Express for Agra.

The demand to introduce a direct train from Nagpur to Jabalpur has been pending for years together.

I also request you to provide computerised reservation service in my Parliamentary Constituency Sivani in Madhya Pradesh for which demand has been pending in your department since long.

*SHRI VISHUNDEO SAI (Raigarh): Hon. Chairman, Sir, I whole heartedly support the people friendly rail budget presented by hon. Railway Minister and would also like to invite your kind attention to some problems pertaining to my Parliamentary Constituency. The foundation laying ceremony for construction of a terminal at the district headquarters of Raigarh under my Parliamentary Constituency was solemnized by the then Railway Minister Shri Nitish Kumar ji in the year 1998-99, however, no funds have been made available in this budget for its constructon which has put paid to the hopes of people of this area. Therefore, I earnestly request the hon. Railway Minister to earmark adequate funds for the construction of terminal at Raigarh. The other problem is that people have to face a lot of difficulties as there is no direct train available from Raigarh to the capital city of Bhopal. Therefore, I earnestly request you to extend the Chhatisgarh Express and Mahanandi Express up to Jharsugada thereby making available direct train service up to Bhopal.

[English]

*SHRI V.P. SINGH BADNORE (Bhilwara): I rise to support the very constructive and imaginative Railway Budget. The hon. Minister has put a lot of thought behind the Railway Budget for the year 2000-2001. It is for the first time that without increasing the fare, she has not only given something to everyday commuter and user but also tried to accommodate every State in the country and given them some train or development or augmentation of a railway line. I congratulate her for the home work she has done and the hard work she has put in the Budget. This Budget, the first of the millennium, should not only give an impetus to the development of Railways but also provide the much-needed infrastructure development in the country.

May I suggest to the hon. Railway Minister through you, Madam Chairperson, that I feel Rajasthan should have been given a bigger piece of the cake so far as development of railway is concerned. I am suggesting this because Rajasthan is a backward State and needs extra leverage for faster development. Therefore, I suggest that the hon. Railway Minister may kindly consider conversion of one more metre line into broad gauge line. I request her to consider the conversion of the metre gauge line, Ajmer-Bhilwara-Chittorgarh-Ratlam-Indore line, into broad gauge line, up to Mumbai. This would open an alternate route from New Delhi to Mumbai *via* Ajmer as Ajmer-Ahmedabad line is already very congested or crowded with trains. This new broad gauge line will also connect Jodhpur to Mumbai and give boost to the tourist traffic from Mumbai to Rajasthan.

I would also suggest that in order to give a boost to tourism in Rajasthan, Delhi-Jaipur-Ajmer Shatabadi Express must also run on Sundays. Many Delhites wish to visit Ajmer and Jaipur for religious reasons. They want to visit Dargah Sharief and Pushkar and they can do so only on Sundays.

*Speech laid on the Table of the House.

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[Translation]

*SHRI D. VENUGOPAL (Tiruppaththur): Hon'ble Chairman, Sir, this Railway Budget for the year 2000-2001 is the first Budget after the 1999 General Elections. This has been brought about by the Government led by National Democratic Alliance in which Dravida Munnetra Kazhagam is also a constituent. So naturally I welcome this Railway Budget presented before this House by the first lady Railway Minister of the independent India. This is also a first Budget in the new millennium. So it needs to be welcomed.

Women, whether they are girl students studying upto plus two or Kargil war widows, become the direct beneficiaries of a Railway Budget for the first time. There is no hike in passenger fares. Essential commodities have been exempted from the marginal increase in freight tariff. Hence I would like to point out that this is a Budget wrought with humanitarian consideration. Hence I wish to congratulate the Hon. Railway Minister, Kum. Mamata Banerjee. I welcome the Budget and extend my support to it.

Hon. Railway Minister had stated in her Budget speech that 5 percent increase in freight charges exempting essential commodities would fetch about Rs. 600 crores as revenue earnings to the Railways. Here I would like to have a word of caution. Enough care must be taken ensure that the increase in freight charges do not cause spiralling up of prices. I wish Railway Minister Mamataji goes about carefully in this hiking measure.

As far as big projects are concerned, Southern Railway gets Rs. 417 crores. Tamil Nadu alone gets Rs. 173 crores out of this. When it comes to laying of new railway lines all over India Rs. 790 crores have been allocated for the ensuing year. But Tamil Nadu is getting a meagre Rs. 44 crore out of this allocation for new tracks. I would like to express my concern on this score. As per the announcement in the Budget, gauge conversion works in Katpadi-Villupuram section and Tiruchi-Manamadurai section are to be taken up this year. I would like to impress upon the Government that gauge conversion and laying of new railway lines should have equal thrust.

Tiruvannamalai, the head quarters town of Tiruvannamalai District, can be provided with a railway link to Jolarpet in North Arcot District. This would enable us to have in our area an increased pace of industrialisation which is very much lacking now. Our area does not have industrial growth due to inadequate rail transport facilities and infrastructure. Hence I humbly request the Hon. Railway Minister to consider our plea in order to give a thrust the augment our industrial and commercial activities.

In our area there are many tanneries. Leather-processing industry thrives in towns like Ambur, Vaniyambadi and Tiruppathur. The goods are exported to several foreign countries. In order to give a boost to our tanning and leather processing industry in our area, the Hon. Railway Minister may bring more of the Railways to our area and meet our various demands.

Chennai-Tirunelveli 'Nellai Express' which was going through Tiruppathur linking Northern and Southern Districts has been withdrawn after the completion of gauge conversion between Tiruchi and Madurai. I am to request the Railway Minister to reintroduce Nellai Express from Chennai to Tirunelveli *via* Tiruppathur.

Mumbai, Bangalore railway route criss cross through my Parliamentary constituency but still industrial progress is at a slow pace, nil or negligible. Laying of third, fourth track between Tiruvallur and Arakkonam must be taken up to benefit this region. Our Hon. Railway Minister may consider having Villuppuram-Tiruvannamalai railway line going in for electrification and may arrange to run electric trains or diesel rail cars.

Important Railway routes like Bangalore and Bombay lines pass through our area but still certain trains do not have stoppage in stations like Tiruppathur, Ambur and Vaniambadi. Rail passegers do not get enough of travelling facilities. Hence I humbly request the Hon. Railway Minister to provide stoppage of all the trains in all the stations I have mentioned.

A new train called Nagercoil-Tirupathi is to be introduced soon as per the announcements made in this year's Railway Budget. Similarly a new train between Pondicherry and Tiruvannamalai, the pilgrim town in my constituency be introduced. This would connect Pondicherry Union Territory with the State of Andhra Pradesh through our area in Tamil Nadu. Better travel links in Tiruvannamalai District and in my Tiruppathur constituency would be established. This new train would be a viable, remunerative pilgrimage train.

Southern Railway gets Rs. 66 crores to phase out level crossings with road-over-bridges and fly-overs. At a cost of Rs. 12 crores, 23 new road-over-bridges would be taken up. Another 12 crores of rupees would be spent on 20 such road-bridges and fly-overs under construction. To avoid traffic congestion, to conserve fuel and to save time of the public transport and also of the general public, phasing out of level crossings is necessary.

*Translation of the speech originally delivered in Tamil.

[Shri D. Venugopal]

I have at least two important demands in this regard. On the National Highways between Chennai and Bangalore at the 46th km at the milestone number 73/6 at Pachchakuppam, the level crossing needs tobe replaced with a road fly over at the earliest. This is a public demand pending for a very long time. Likewise, a road over bridge replacing the level crossing near Vaniambadi Pathur too must be constructed soon. land acquisition and estimation work were carried out long back. Even after so many years the fly-overs have not come up. I request the Railway Minister to look into it.

Upgradation of level corssings and manning the unmanned level crossings are but welcome moves announced in the Railway Budget. The rural population of Ananandhal village near Thandarai Railway Station in between Tiruvannamalai-Villupuram, find it very difficult to carry out their occupation and even to go to their cultivation fields. Upgradation of level crossing needs to be taken up soon.

Railways are the lifeline of our economy. Railways link the length and breadth of the country criss-crossing through various parts of the country. Let me wish that all the Budgetary provisions add to the benefits accrued to the travelling public. Kum. Mamata Banerjee the earnest social activist is rendering her mite as an efficient and honest Railway Minister. Let us all wish that let her name find a suitable place in the annals of our country's political history.

Congratulating our Hon. Railway Minister and extending my support to the Budget presented by her, let me conclude.

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Madam Chairperson, Vaishali is the birth place of democracy. It is also the Karambhumi of Lord Mahabir and Lord Buddha. It is a historical place. The Government has repeatedly declared that Vaishali would be linked by rail. Even foundation was laid on 17th February, 1997 for the purpose. It was stated that survey has been completed and the rail tracks would be laid.

Madam, three years have elapsed since then I do not know for what reason the provision in the rail budget has not been made and also for what reason the budget provision is made. It has been alleged that this route is not viable and economical. If is so, then I would like to ask whether each and every new scheme incorporated in the budget is viable and economical. If it is not so how come provision is not made for this scheme on the basis of it not being viable and economical. I am not going to request you again to be honest or dishonest in this regard. If such schemes have been taken up in other parts of the country then why Vaishali is being deprived from rail link when declarations have been made so many times and even foundation stone has been laid there. Therefore, I earnestly urge upon the Railway Minister to do justice with Vaishali. Why is budget not made despite the completion of survey work on Hazipur-Lalganj Vaishali-Sugauli Section. Now this is quite discriminatory as I belong to the opposition party however the half of the proposed rail route falls in the parliamentary constituency of Shri Radha Mohan Singh who belongs to the ruling party. In any case the ground reality should be realised and accepted. I do not know Mamataji only when we return to power whether the rail line would be laid. Therefore, I would like to say that it should be examined as to for what reasons the rail line are laid, what lacks there? Everything is available there. If proposed scheme for this place is not cleared then it will be sheer injsutice towards the people of this region.

Madam, Chairperson, Shri Nitish Kumarji had admitted it when he was Railway Minister and he had stated in the august House that his Government would complete the Buddhist circuit. We believed at that time but the promise made in the House has not been fulfilled. I do not know where lies the problem. Similarly, the foundation stone for construction of a rail bridge in Patna was laid in 1997 since then three years have elapsed. People inquire as to why the proposed rail bridge is not being constructed even after the laying of foundation stone laying. Shri Nitish Kumar ji says that it is being examined. I do not know as to how the Nitish Kumar ji has said that he did not know and whether this has been done by the former Railway Minister or the present one. What I would like to know is that when the construction work would start on it and even the process of its examining will be completed. I would like to know mainly about these two issues only.

A friend of mine is imploring me to speak on Bihar but what I should speak about. Two Railway Ministers came from Bihar and people accused that entire rail budget has been spent on Bihar. You say that Shri Kedar Pandey from Bihar became Railway Minister but I think before that hon. Shri Jagjivan Ram and Shri Babu Lalit Narayan Mishra also became Railway Ministers. People from Bihar have occupied high positions but they have never adopted parochial attitudes. They have deemed the entire nation as their own. From that point of view, it is not proper to say that Bihar has got more than it deserves. In fact, Bihar has got its legitimate share.

Madam, Chairperson, now Member from West Bengal has become the Railway Minister and the rail budget presented by her has been termed as the Bengal Budget. I feel all the trains would pass through Bihar if the

development of railway occurs in West Bengal and thus Bihar stand to benefit from it. Therefore, I would not criticise the rail budget from this point of view. The eastern region is also backward in this field. Therefore, these two issues should be resolved.

Madam, Chairperson, I would like to speak on one more point. The immediate problem partaining to Railways is that people travelling to their home twon do not get reservation. People turn up to me. And even after my recommendation they say that they did not get reservation. My request is that such an arrangement should be made that on completion of reservation in a bogie, the second bogie should be automatically reserved and no Member of Parliament should be required to recommend for reservation. This is the responsibility of the Railways to provide reservation. People want to travel on reservation but they do not get it. Such 10-20 people come to me for recommendation. I feel that people with such problem might have been coming to them also.

Madam, Chairperson, the fact the technological advancement has occurred on the Delhi-Mumbai-Calcutta-Madras would be admitted only when the train covers this distance within 12 hours.

It is my vision, when all this will come true. It this a impossible thing? Many countries in the world have succeeded in their attempt to cover this much distance in 12 hours. Irregularities are being committed in the Railway Board; we hear that the Railway Board employees create problems in every thing. The Minister and others want to carry out many types of works but the Railway Board employees create obstacles in their way. This practice should come to an end. What is the use of the Railway Board then? Shri Priya Ranjan Dasmunsi is a seasoned leader. He has made a long speech and has demanded to scrap the Railway Board in case it creates problems. Trains should be introduced in the backward areas of India where people have not yet seen them. Common man should have access to train service. More general compartments should be attached in trains for the benefit of the common man. The people who travel in the AC first class get facilities by their influence but the poor have to face a lot of difficulties. Attention should also be paid to the plight of the passengers who travel in the unreserved compartments. Almost all the coaches of a train are reserved barring one or two. This way more than half of the passengers travel in the reserved coaches and equal number of passengers travel in one or two unreserved coaches. So many passengers are huddled in these coaches that there is no room for them even to go to toilets. Additional bogies should be provided for them. The labour class commuters has to face a lot of inconvenience. When they return from Punjab and other places in the evening after labouring for the day, the T.T.Es. cheat them on the pretext of the mail and express trains. They are in the group of five or ten. A strict monitoring of them is necessary. What I want to say is that the gullible labourers should not be exploited like this.

Finally, I want to speak about the purchase of the cranes. he CAG report is there....*(Interruptions)*

KUMARI MAMATA BANERJEE: A CBI inquiry has already been ordered into that case.

DR. RAGHUVANSH PRASAD SINGH: Mamataji has said that inquiry has been ordered. we also know about that. It has been reported that substandard cranes have been purchased at higher prices.

MR.CHAIRMAN: That is for the CBI people to see to it.

DR. RAGHUVANSH PRASAD SINGH: In how many days the CBI report will be received, I do not know about that. But I want that the report should be submitted very soon and action is taken thereon. The other issue is of reinstatement. There has been a lot of manipulations in the last many years. Many people have been duped by taking bribes. Such people are visiting us. They have given lakhs of rupees of bribe. Sould they approach the former minister or the present minister?

SHRI PRAKASH PARANJPE (Thane): People from Bihar are being recruited in Mumbai and Mumbaites are not getting chance. Injustice is being done to them...*(Interruptions)* Two lakh rupees are being taken from them. 183 people were recruited in a single day...*(Interruptins)*

MR. CHAIRMAN: You address the Chair. Do not address others.

DR. RAGHUVANSH PRASAD SINGH: There should be adequate expansion of the railways in the country and budget allocation should be enhanced. We support it but the backward areas should not be neglected. The poor who travel by trains should be given proper facilities. Many members just now demanded for introducing more trains. If a train is introduced for Calcutta it will naturally pass through Bihar. Therefore, we will not press for it. With these words, I conclude

MR. CHAIRMAN: I could not understand how you left Bangalore and Patna from your vision.

DR. RAGHUVANSH PRASAD SINGH: If a trains runs between Delhi and Calcutta, then naturally it will pass through Patna.

22.00 hrs.

[English]

[SHRI BASUDEB ACHARIA *in the Chair*]

DR. B.B. RAMAIAH (Eluru): Mr. Chairman, Sir, thank you very much for giving me this opportunity.

Sir, the Hon. Minister for Railways has presented an excellent Railway Budget. Everybody has thanked her for sparing the passengers, though there is a slight increase in the freight rates. I would only like to make a few points that are required to be given due importance.

Sir, the Railways have got a lot of assets; the Railways also have got a lot of wagon building and coach building capabilities. There is an international market for the Railways to export these things. They should make use of this international export market. The Railways also have a lot of experience and Indian Railways have done a lot of work in Turkey, Iran and various other countries. The railways should learn as to how to make more money and should see as to what are the avenues available to the Railways for raising their revenue.

Sir, we realise that we have good capabilities and we are the largest operating Railways in the world with a route length of more than 63,000 kilometres and more than 1.6 million people working for the Railways. I am sure, we should be able to make use of hese assets and capabilities for raising more resources for the country in general and for the Railways in particular.

Sir, another point that I would like to make is that, the hon. Railway Minister has spared the passenger traffic from any fare hike but passenger traffic is not the main revenue-earning source of the Railways, it is the goods traffic that earns more revenue for the Railways. I would like to suggest that the Indian Railways should handle at least ten million tonnes of more goods than it is handling at present in which case it would be more advantageous for us. We have enough track capabilities in our country. The accidents that we are seeing today are partly due to negligence of the people and partly due to poor maintenance of the tracks. We need a lot of replacement for the tracks. Once proper tracks are maintained, we could even increase the speed of the trains as well.

Sir, the efficiency of the Railways depends on its being able to operate economically. Now, we are going in for diesel locomotives. Diesel locomotives are more efficient than the steam locomotives. But today, electric engines are even more efficient than diesel locos. I think, we should do more electrification and save more money and operate more efficiently. I feel, that we need to do electrification as fast as possible.

Sir, gauge conversion is very important. It is because uni-gauge would be more economical for the Railways. This point should be taken into consideration. We do realise the constraint of funds. However, I would like to congratulate the hon. Minister for Railways for being able to save Rs. 800 crore, as has been mentioned in the Railway Budget, by various methods. There should be a little bit of savings on one side and increase in the efficiency and earnings on the other.

Sir, now I would like to come to certain projects of the Railways. First of all, I would like to congratulate the hon. Minister for giving us the Janmabhoomi Inter-city Express from Vishakhapatnam to Vijayawada. This train is operating extremely well. But we need a few more coaches for that train. Some airconditioned coaches should be added to that train. The traffic in that route is fantastic and the revenue earning to the Railways is also very good.

Sir, I would like to thank the hon. Minister for making the Visakhapatnam-Bangalore Express daily. I would also like to thank the hon. Minister for according a special sanction for the Kotipalli-Narasapuram railway line. However, the Kakinada-Kotipalli line which has been sanctioned a long time back has not become operational so far.

Sir, though the hon. Minister is very considerate and has genuine concern and is trying to make the Railways more efficient in its operation, yet the Railway Board has to be made more efficient. The functioning of the bureaucrats in the Railway Board has to be improved in order to implement whatever the hon. Minister wants them to do. Unless that is done, we would not be able to get what we expect from the Railways. Though it is not easy, yet I feel it requires a little bit more efficiency and control.

Sir, I would also like to mention one oher point. The Nadadavole-Amalapuram is a very advantageous route and the Railways should examine this and link it up with the Central Delta region where traffic is very good. I feel, that this matter would be considered.

Sir, I would like to request the hon. Minister to provide one AC II tier coach in the Howrah-Tirupati Express. I hope, the hon. Minister would agree to this request. I would also like to request her to provide on AC Ist Class

coach in the Howrah-Chennai Mail. This is a prestigious train and a lot of tourists travel by this train. I would also like to request the hon. Minister for introducing the Kakinada-Bangalore train. This is absolutely essential. In fact, we have already discussed this matter. I am sure, the hon. Minister, during her reply on the Budget, would give her consent to this.

A passenger train has to be run between Rajahmundry and Secunderabad which would be very economical and useful for the passengers who travel during daytime. Vaijayawada to Nidadavole *via* Bhimavaram track has very good traffic. It requires doubling and electrification. Surveys have been conducted for Bhadrachalam to Kovvur line repeatedly in the past but nothing was done. It is absolutely necessary. It can help in goods transport from Madhya Pradesh to Kakinada port. Kakinada port is developing very fast. In fact, Kakinada has to be linked with the main line. They have been thinking for a long time about a line connecting Samarlakota, Kakinada and Pithapuram. This project has to be examined and put into operation as early as possible. Macherla-Raichur new line is also important. It goes *via* Nalgonda and Mahbubnagar.

As for the safety aspect, I feel that there are number of things that have to be improved. In Eluru, as in many other places, we need a couple of more overbridges. In Eluru, the railway line goes through the middle of the town and, therefore, it causes great inconvenience to the people of that town. I am sure the hon. Minister will concede to his demand and sanction a couple of overbridges in Eluru. Here the number of trains has increased and the length of the train has increased to 22 to 24 passenger coaches. But the platforms have not been expanded to meet the increased passenger traffic. The shelter has also not been improved. Railway stations at Eluru, Nidadavole, Tadepalligudem, Bhimavaram and Rajahmundry and a lot of other places have to be improved.

As I have mentioned earlier, the Railways have to improve their efficiency mainly on the basis of the goods traffic. Railways have to concentrate on the goods traffic. The Visakhapatnam railway station has long been in need of expansion and improvement. Several Railway Ministers have promised to do it in the past but somehow or other it has been left out. It is high time that improvement work of Visakhapatnam railway station is taken up. It is absolutely necessary for the passengers of this sector. This has to be taken up as early as possible.

A Railway Recruitment Board has to start operating from Visakhapatnam. Since the South-Eastern Railway operates from Calcutta, people from rural areas find it difficult to go there. They should be able to have recruitment facilities at Visakhapatnam. The Hon. Minister should be able to concede providing some of these facilities at Visakhapatnam.

Railway catering has to be improved substantially. Maintenance of platforms and track improvement works also need to be taken up. These steps will result in reduction in the rate of accidents. In Japan, trains run exactly as per the schedule. Trains there do not lose even one minute. Even the biggest platforms operate based on certain principles. If you are able to follow that sort of systems, it will be easier for the passengers to leave the stations within half a minute of their getting off the trains. If such systems are put in place, Railways will be able to improve its performance substantially.

I am sure the Hon. Minister of Railways will consider the suggestions made and concede to then. With these words, I conclude.

MR. CHAIRMAN: Shri Sunil Khan would like to lay his speech on the Table of the House. He may be permitted to do so.

[Translation]

PROF. S.P. SINGH BAGHEL (Jalesar): Mr. Chairman, Sir, I have been listening to each and every word spoken by all the members, the leaders of various political parties and the hon. Railway Minister since noon taking part in the debate on the railway budget and appreciating it in many ways. All members have appreciated our hon. Railway Minister and also the railway budget.

I will not speak on it at length but I will do raise certain issues concerning my area. It seems to me that something or other has been provided for areas relating to every member in the railway budget. Nothing has been snatched from any of 542 members but mine is an unfortunate area from where something has been snatched. If somebody has not been given anything, then nothing has been snatched from him. However, something has been snatched from us. There is one railway station Tundla is in my Lok Sabha constituency Jalesar. Shri Rohan Lal Chaturvedi had been the Deputy Railway Minister way back who also hailed from the same constituency.

Rail line was constructed from Tundla to Etah and Etah is located in between the Delhi-Howrah main line. I am raising a serious issue. There might be many trains in your areas. If one or two trains do not halt or is cancelled, it hardly matters but this is the only train available for my area there is only one station. This is

[Prof. S.P. Singh Baghel]

the only rail line available for the last 35 years and similarly, one one train is available there. People of four districts viz Etah, Ferozabad, Hathras and Agra travel by this train. This 1EBT train would depart from Tundla at 4.30 P.M. for Dehan and then Etah and after half an hour it would come back again. It used to ply twice a day. But since last month its frequency has been reduced to once a day. We have one such rail line which begins from one end and ends at the other end of my constituency. The first station and the last station as well fall in my constituency. These stations are connected by 1EBT, 2EBT, 3EBT and 4EBT. Now 3 and 4 EBT have been cancelled. There are many trains available in other areas. If any train gets cancelled or does not stop at a place, then people board another trains but we had only one rail line and only one train. When I met the authorities in this regard, I was told that there is no revenue collection from this area. The responsibility lies on the Government and the Railways. Whatever help we can extend, we will do that and we will make the public of my area aware of it. I request that the 3 and 4 EBT which have been cancelled should be reintroduced. The important thing is that people use this very train for attending marriages, shopping purposes, attending the Bhagavat Katha, terahavin particularly in attending works relating to Courts. People of Agra go to Courts. Similarly, people of Ferozabad and Etah to these three district headquarters for their work relating to tehsil, there and commute to Courts for their work. But now they are not able to commute. No bus permits are issued in our area. As a result of which people are facing a real crisis. It is a question of life and death for the people of my constituency. Our humble demand is to reintroduce 3 and 4 EBT. There is no cost involved in doing so. I have been told that you are going to introduce a rail bus service of two-three coaches. It will involve less expenditure. Kindly make similar arrangement for the people of my area. We do not want that all types of facilities like AC or super fast train should be there. We want that a four coaches train should be introduced there. And there is no difficulty in that and the problem of commuters could be solved.

Out these three-four districts are really located in rural area. Rich peopie do not visit there. Such stations are there names of which you might to have not heard like Makaily, Dehan, Kusava, Adagal and Kasana. These stations cater to the needs of 400-500 people equal to population of our village. If a daughter-in-law has to go her parents' home or in-laws' home, she will have to use the aforesaid train.

A Shatabdi Express runs between Delhi and Bhopal. Its first halt is at Agra which is 200 kms. away and then its stops at Jhansi which is 100 kms. away and thereafter it stops at Gwalior which is again 100 kms. away. Another Shatabdi Express which runs between Delhi and Lucknow has its first stoppage at Kanpur which is 500 kms. away. There is no stoppage in-between. Our request is that it should have a stoppage at Tundla. Tundla is an important junction. Etah district is quite near to it and Ferozabad and Agra JNs. are also very near to it. Tourists visiting Agra also go to see Chhota Imambara and Bara Imambara in Lucknow. Therefore, it is our request that the Shatabdi Express originating from Delhi should have a stoppage at Tundla after covering a distance of 400 kms. Many passengers could board the train from there.

MR. CHAIRMAN: Please conclude. Five minutes are already over.

PROF. S.P. SINGH BAGHEL: I am just concluding. MPs, legislators and traders of Agra, Etah, Ferozabad, Hathras, Aligarh and Mathura could visit Delhi and Lucknow by the Shatabdi Express and this will also not lead to loss of revenue.

Sir, last but not the least, I have to say one more thing. The followers of Jainism use to visit Shikharji from Ferozabad, Etah and Hathras, but the Neelanchal express does not stop at Tundla. It causes a great difficulty to the followers of this faith. I request the hon. Minister that this train shoud have a stoppage at Tundla. Alongwith this, the 3 EPT and 4 EPT which have been discontinued by you, should be started again. Sir, I am addressig this house in late hours and the people of my constituency are watching these proceedings and they will also watch the reply which will be given by the hon. Minister of Railways. I hope, the hon. Railways Minister will consider these demands seriously. With these words, I conclude my speech.

[English]

*SHRI SUNIL KHAN (Durgapur): Hon. Chairman, Hon. Cabinet and State Minister of Railways, hon. Members of this august House, Officers of Railways and Press, Sir, I thank the Railway Minister for presenting the Railway Budget for the year 2000-2001, in the new millennium with new vision. I would request the Hon. Railway Minister for providing with identity card with licence fee to the vendors who are vending in the trains as recommended by the Passengers Amenities Committee. Thousands are engaged. They earn their livelihood for their families. As the NDA Government has no direction for the employment of the unemployed youths, on the other hand the Government is allowing for disinvestment in profit making sector to cut down manpower. In this direction, you please issue identity card for vendors in this new millennium and this will be the new vision.

*Speech laid on the Table of the House.

I thank you for not increasing the passengers' fare but I am sorry to say that due to hike in freight charges, the loading targets of 450 million tonnes could not be fulfilled as the predecessor targeted in the previous Budget. But if you do not change the freight charges, then the road transport will carry more.

Madam, you are aware that you are taking 100 kilometres freight charges in lieu of 24 kilometres from Vizag Port to Vizag Steel Plant. Similarly, for carrying iron ore from Bailadila Mines to Vizag Port, you are taking extra 100 kilometres freight charges which is more than the actual distance. The owners of private sector in western India have decided to carry iron ore through pipelines. So, you have to look into this matter.

Through you, Sir, I remind the Railway Minister that she has cut down the order from 24,000 wagon to 19,000 wagon and coaches from the industries of West Bengal. How can M/s. Braithwait, Burn Standard and Jessope will be saved? You have cut down the orders of engine from Chittaranjan Railway Project and as a result, the Chittaranjan Railway Project will not be able to survive. You should have to look after the wagons which are supplied by the private sector. The gauge of the plate between private and public sector should be checked up and the longevity also should be looked into.

I do not know about the fate of the railway lines from Jammu to Kashmir and Kumarghat to Agartala which was sanctioned by the then Railway Minister, Shri Ram Vilas Paswan.

Now, I am coming to my constituency, Durgapur in West Bengal. Durgapur is known as 'Rush area' of western India. So, special attention should be given. You have declared some station as ideal station but you forgot about Durgarpur station. You have declared in this Budget for the introduction of Sealdah-New Delhi Rajdhani Express. I already wrote to you for the stoppage at Durgapur station because Durgapur is the juction of four districts Bankura, Purulia, Birbhum and Burdwan. Rajbandh station platform should be raised because so many oil companies are carrying oil container through Rajbandh station. Many officers and employees of those oil companies have written to me to raise this paltform because they sometimes fell down while boarding the trains.

Madam, you have deprived Burdwan district excepting that you have allocated Rs. 2 lakh only for road over bridge. In the British regime, there was a station in between Paraj to Galsi where some existence of railway quarters are there. About 10 villages are nearby the station. So, I would request the hon. Minister to declare this as a halt station so that the passengers can get relief and some revenue will come. The trains which are going to North Bengal from Howrah of Sealdah *via* Burdwan or Katwa—at lwast two or three trains—should be changed in the direction to North Bengal through Durgapur-Andal. You are requested to please declare Burdwan-Asansol as suburban area and every one hour from Asansol to Burdwan, EMU coaches should be introduced with 12 bogies.

In my district, Bankura, you have already declared one Express train from Bankura to Salimar, which has been promised by yur predecessor. So, I would request you to declare a fast passenger train like Mayuraskhi with higher frequency because of the poorer sections of the society of this district. I thank you for the allocation of funds in Damodar River Railways and I hope that within two years, the project from Bankura to Raina and Howrah *via* Chachai will be completed. After the completion of this project, you please extend only 18 kilometre from Beliatore to Durgapur.

Sir, I must say about Raniganj to Bankura rail service. The railway track from Raniganj to Durlarpur (M.T.P.S.) has already been completed. If you extend 20 kilometres to link it with Bankura station from MPTS and if it is done, not only Bankura district will save itself but also Midanpore and Burdwan will get some facilities. It will be the shortest route to carry coal to petrochemical projects of Midnapore.

Day by day you are decreasing manpower whereas you are going to introduce some new trains and also introduce some tracks without any recruitment. Staff are being pressurised due to shortage; drivers are bound to do extra hour duty because of which they are mentally harassed and as a result, accidents are happening. So, it should be looked into.

Lastly, I would request you to please complete the long-pending projects and demands of West Bengal as per the scheduled date.

[Translation]

*SHRI MAHESHWAR SINGH (Mandi): Sir, as far as Railway facilities are concerned. Himachal has always been ignored after independence and whatever facilities are there, most of them were provided during the British period. Whether it is Pathankot, Jogendar Nagar or Shimla-Kalka rail line. The result is zero despite assurance of gauge-conversion at both the places.

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*Speech laid on the Table of the House

[Shri Maheshwar Singh]

When I was a member of the other House, an assurance had been given that a survey will be conducted to connect Jogendar Nagar rail line with Bilaspur via Mandi. The then Minister of Railways Shri Ram Vilas Paswan had said that the survey conducted by the British Government in 1924 for extending the Pathankot-Jogendar Nagar rail line upto Kullu by widening tunnel at the foothills of Mumu Pass will also be considered. The result has been zero. Mamataji, the assurance given by the then hon. Minister of Railways is also enclosed.

In 1998, when I was a member of the other House, then Paswanji, on my request had declared to provide the computerised booking facility at Kullu-Manali. Kindly fulfil this commitment at the earliest. A new train named the Kangra queen is being run on trial basis from Pathankot to Palampur by the then Minister of Railways, Nitish Kumarji on our request and he had said that it will be extended upto Jogendar Nagar. Kindly give instructions to extend this train and there is a suggestion that only one AC II bogie should be attached to it and remaining second class bogies should be attached on the lines of the Himalayan queen so that this train do not run into losses as there are very few passengers for AC II class at present.

Sir, as a member of the other house, I had requested and I had repeated my request as a member of the last Lok Sabha. As a result thereof, facilities were extended for the convenience of the tourists and the local populace by converting the old godown located below the Shimla bus stand into a new extension station in Shimla for the trains running between Kalka to Shimla. It is a matter of surprise that the trains which were originating from Shimla are now originating from New Extension station but the trains coming from Kalka to Shimla are still being terminated at the old Shimla station which is causing inconvenience to the passengers. Please ensure that these trains should be terminated at New Extension station.

The work of laying the Nangal-Talwara line is progressing at slow pace, it should be expedited by making adequate funds in this regard. The laying work of the Una-Bhanupali-Bilaspur broadgauge line should be initiated on priority basis on the lines of Konkan Railways. The assurances given by the then Minister of Railways, Nitish Kumar in june 99 in Shimla should be fulfilled immediately. The list of announcements is enclosed.

Mr. Speaker, Sir, so far as gauge-conversion and track renewal in railways are concerned, I can say without any hitch that since independence of the country very negligible work has been carried out in Himachal. When I was the member of the other House and hon. Digvijay Singhji was also a member there, then the hon. Minister had given an assurance that gauge conversion of Jogendar Nagar-Pathankot rail line would be undertaken because the existing narrow gauge has become very old. I, through you, want to know from the hon. Minister that whether the Government will consider the gauge conversion in Himachal Pradesh also in future, whether it is Jogendar Nagar-Pathankot or Shimla-Kalka.

The hon. Minister had said in her reply to a supplementary question:- You will be happy to know. I and our hon. Members are also aware that the trains declared by the UNESCO as 'Traditional Trains' are of world fame. The 'Kalka Mail' and 'Darjeeling' also figure among them. We are preparing a package to develop them. You have referred to Pathankot and Himachal. Himachal is a beautiful tourist place. The tourists come to visit the place. Therefore, we pay special attention to it and it will remain the same in future.

I want to bring it to your notice that the then Minister of Railways, Shri Nitish Kumar had visited Shimla in June 1999. He had made following anouncements on the demands of Himachal Pradesh Government and the local people. The General Manager of Northern Railways was accompanying him. These announcements have not been fulfilled so far which is causing unrest among the people of Himachal Pradesh. No development has taken place in regard to railways in Himachal Pradesh after independence and whatever progress has been made, it is only for name sake. Nevertheless, I do not know why Himachal is given such step motherly treatment in regard to railways. I want to draw your attention towards following announcements/problems:-

1. Mumbai Kalka Rail:- A large number of people of Himachal Pradesh are residing in Mumbai. Mumbites want to visit Shimla, capital of Himachal Pradsh. Keeping it in view, a 'Holiday Special Train' direct from Mumbai to Kalka was run during the last two seasons which proved a great success and passengers were benefitted by them. When this matter was brought to the notice of hon. Nitish Kumarji, then he made announcement that this train will run on regular basis from 2.10.99, but no parogress has been seen by me in this regard so far.

2. To effect change in the arrival time of the Shatabdi Express in New Delhi:— The owners of the hotels in Shimla had requested the hon'ble Minister of railways that the departure time of the Shatabdi Express from Shimla to New Delhi is not convenient for tourists. Keeping in view the convenience of tourists, hon'be Minister had given an assurance in the presence of other officers of Northern Railways that one additional track will be

provided for the Shatabdi Express and it's departure time from. Kalka will be fixed in such a manner that it will reach New Delhi at 8.00 p.m. in the evening. No progress has been seen by me in this regard.

3. To effect change in the arrival time of the Himalayan queen in New Delhi:— The Himalayan queen starts from Kalka at 4.40 in the evening and it should reach New Delhi station at 10.10 , but it never reaches before 11.00 p.m. It is necessary for the convenience of the local people and tourists that the Himalayan Queen should reach New Delhi at 9.00 p.m.

I am not only hopeful but confident too that you will consider sympathetically on the aforesaid three problems and you will accept these requests keeping in mind the convenience of the people of Himachal Pradesh and and tourists of the country and kindly let me know the action taken thereon by you.

*SHRI SHYAM BIHARI MISHRA (Bilhaur): I extend hearty welcome to the railway bedget for the year 2000-2001 presented by sister Mamata Banerjee under the leadership of hon. Atal Bihari Vajpayee. sister Mamataji has duly taken care of interests of poor and middle class passengers and citizens in conformity to her nature. It would be better to call this railway budget as common man's budget. the common perception prevailing among the common citizens of the country was that sky rocketing hike in the prices of diesel and other administrative prices of diesel and other administrative expenses passenger fare and freight charges are bound to increase. But going by the philosophy and thoughts of Pt. Din Dayal Upadhyay, the first lamp of development should place in the hutment of very poor person where the darkness dominate i.e. special attention should be paid to the poor. Accordingly, no increase has been effected in passenger fare of ordinary class and freight charges for transporation essential commodities.

I would extend special appreciation for the praiseworthy step hon. Mamataji has taken by providing free revelling facility to the students of XII standard and 75 percent concession to the widows of Kargil war martyrs and facility to all freedom fighters to the Rajdhani and the Shatabdi Express on the 50th anniversary of independence. I would like to congratulate hon. Minister of Railways for adopting austerity measures and putting check on wasteful expenses since the time, he has taken charge of the Ministry of Railways. Although many new trains are being introduced and new schemes are being launched, Uttar Pradesh has not get that much attention. I therefore, present here certain suggestions.

Lucknow-Bhopal express which is as per budget scheduled to run two days a weeks should be plied daily.

The population of Kanpur is 40 lakh. This is a major industrial city and trade centre yet no direct train introduced so far for Delhi from here. Therefore, I request to provide a train from Kanpur to Delhi between 9 O'clock and 12 O'clock at night.

One three-tier bogie and one air conditioned three-tier bogie should be attached to Pushpak express at Kanpur, which run between Gorakhpur and Mumbai via Kanpur.

On the similar lines, one three tier bogie and one AC three tier bogie should be attached to Gorakhpur-Cochin express also.

Intercity leaves for Itawah in the morning from Kanpur and return to Kanpur in the evening. On the line one intercity should be provided from Itawah to Kanpur in the morning.

Rural Kanpur is a newly created district. Rura station on Howrah Delhi route should be developed by declaring it the main station of Rural Kanpur district.

Panki station of Kanpur should be declared as suburban station Kanpur Metro and developed accordingly, computer reservation facility should also be provided there.

Muri express down should be provided a halt at Rura station.

The work of gauge conversion from Kanpur to Farrukhabad is under progress. A line from this line goes upto Bithoar Brahmvart from Mandhna junction. This line should also be converted into broadgauge line keeping in view the mythological historical and religious importance of Bithoar city. Congract has been awarded for the sale of tickets. This should be scrapped and direct sale of tickets should be restored.

Fund should be released for constructing on overbridge near the Kanpur Medical college.

An overbridge should be constructed at Kalyanpur and CODGT crossings.

Hon. Madam Kanpur is a big city which is comprise important industrial concentration and business centre, yet is deprived of rail facilities despite its mythological and historical importance. Therefore special attention may kindly should be paid towards it. With regard to providing ample rail facilities.

*Speech laid on the Table of the House.

[Shri Shyam Bihari Mishra]

[English]

SHRI BIKRAM KESHARI DEO (Kalahandi): Mr. Chairman, Sir, I rise to support the Railway Budget presented by our hon. Minister of Railways, Kumari Mamata Banerjee.

I know that the time is very short. But my speech will be incomplete if I do not thank at the beginning Kumari Mamata Banerjee, the hon. Minister of Railways. During the super-cyclone, it was because of the part played by the Ministry of Railways under her dynamic leadership that the people of cyclone-affected Orissa got some respite. The relief work was carried on, on a war footing. For all these efforts I thank the hon. Minister and her team of Ministers of State.

I represent one of the most backward districts of the country, which is one of the most backward districts of the backward State. The State of Orissa has been neglected to the core. I would like to cite some examples of the laying of lines. For the Lanjigarh Road-Junagarh line, an amount of only Rs. 2 crore has been provided against the balance work to be completed while an amount of Rs. 89 crore is required to complete the work. I would like the august House to know that if this particular railway line is completed it will connect one of the biggest bauxite deposits of Asia. This will open up the area so that this area can develop and the bauxite mines can be exploited.

Let us take the case of iron ore deposits. The railway line from Angul to Sukinda will be one of the highest freight earning lines of this country if this line is constructed. But today I am sorry to find that the funds provided for this line is very meagre. The Railways could have earned a lot of money from this line. Therefore, I still pray to the hon. Minister to provide more funds or adequate funds. I hope, before getting the Budget passed, the hon. Minister would consider giving more funds for the completion of this project.

I would like to strees the point about the newly formed Zone in Orissa, that is, the East Coast Railway Zone, with the headquarters at Bhubaneswar. If you go through the Explanatory Memorandum, you will find that it clearly envisages that a very meagre amount of Rs. 30 and odd lakh for its development. I would like to know from the hon. Minister as to when would this Zone see the light of the day. People of Orissa have been looking at this Zone for the development of Railways in this dark area of India.

You will see that the percentage of railway line per population is the lowest in the State of Orissa. It will be seen from the Explanatory memorandum and other papers that have been laid along with it, that the Railways have made a remarkable earning as far as Suburban Railway goes. The earning of the Railways which connect and facilitate Metro cities like Calcutta, Delhi, Mumbai, Chennai, etc. have gone up. So, we have to see that facilities are provided to that extent.

Today, nearly about 80 percent of the working class, the middle class, the salaried class who commute about 100 to 250 kms. every day have to go through a lot of vagaries. For example, the womenfolk who travel nearly 100 to 250 kms. form their workplace to their homes suffer as a result of crimes by anti-social elements. The womenfolk cannot travel at night.

MR. CHAIRMAN: Please conclude.

SHRI BIKRAM KESHARI DEO: So, the Railways should see that women are protected. You will be aware that in recent times, the security standards have come down.

MR. CHAIRMAN: Please conclude.

SHRI BIKRAM KESHARI DEO: Please give me another five minutes.

MR. CHAIRMAN: No. No. You have to conclude now. Shri Muraleedharan.

If anybody wants to lay the speech, he can do so.

SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, you will see that the Railways have become soft targets for terrorists. Therefore, the Railways should spruce up the Railway Protection Force....*(Interruptions)*

MR. CHAIRMAN: Shri Tawar Chand Gehlot wants to lay his speech.

SHRI BIKRAM KESHARI DEO: Sir, I request you to give me one more minute.

MR. CHAIRMAN: No. No. I have already called Shri Muraleedharan.

SHRI BIKRAM KESHARI DEO: Sir, regarding my Constituency I would like to say somethng. I come from Kalahandi.

MR. CHAIRMAN: Yes, I know that. You have spoken about your State.

SHRI BIKRAM KESHARI DEO: Sir, I may be allowed to lay the rest of my speech on the Table of the House. If you permit me, Sir, I would do that.

MR. CHAIRMAN: Okay, you can do that.

*SHRI BIKRAM KESHARI DEO: Today we are discussing the railway budget, railways being the life line of the country utmost priority has been given for its development before and after the independence of the country, and today also utmost priority has been given, but today also there are grey areas where the people have not seen or heard the sound or the sight of the rail engine, though I belong to the treasury benches as I rise I support the Budget but with a heavy heart, because my state is one of the most neglected States as far as Railways goes, after fifty years of Independence it is still devoid of the necessary railway network which is vital for development and till today railway plays a pivotal role to develop a particular zone or area. There are so many examples, before us like the opening up of Western Part of The Americas the trains seberian Railways which runs across Russia or the Oriental Express which runs from Istanbul to Paris. So the railways should give priority in develop in the under developed areas of the Country.

Today a lot of people are depending on the railways may it be in urban areas or the rural India. Sir you will see that the Suburban traffic in all classes has increased and so has the earning. In a year of coming of the NDA government under the able leadership of Atal Behari Vajpayee the earning was to the tune of 2,724.85 millions doing 77,660 passenger kilometre and earning 870.23 crores of rupees and this year the budget estimates have been kept at 2,927.19 million passneger kilometer earning Rs. 1032.05 rupees. As you already know that Railway being the cheapest mode of transport is becoming popular everyday. Subbantravel has increased many folds because the price of fossil fuel has gone up and middleclass who are mainly the salaried people may it be government or private cannot just afford a four wheelers lakhs of people commute to earn their daily bread daily in the four metro and with women participation in services it has been seen that a lot of women folk also travel. But today the su-urban trains are becoming areas for antisocial elements and also people commuting are subject to crimes which have gone uncared for, so to make rail travel safe in the metros more security should be provided and su-urban rail yatr should be made safe latest state of art security systems should be installed and proper hygiene should be maintained. The popularity of non su-urban travel is evident from it earning projected in memorandum the explanatory showing the earnings rise during 1998-99 and 1999-2000.

Sir you will see themost widely and extensively travelled class in the railways is the sleeper class, which has a earning of nearly 2,605 crores and Second class which has a earning of Rs. 2,430.58 crores and the budget estimates envisaged for 2000-01 shall also be achieved but one has to see that the earning is it really indebted to the passenger who travel in below living standard conditions and are subject to sub human standard of travel which is a glaring example of negligence of duty.

Sir taking to coaching earning and goods earning is cntempleted at 856.00 crore and Rs. 22 091 crores will definitely be achieved, because beggers cannot be choosers. Therefore the railways should be duty bound to serve the people to the best of their ability which I fear is not being achieved.

Coming to the State of Orissa I have earlier said that it has been neglected, because ambitious project are in hand to develope and open up the area but the allocation against them is pitiable. Take the case of Langigarh-Junagarh Railway line. It is a project of hundred crore but allocations are a meagre 2 crores. This project should be completed in time as it will open up the mineral rich area of Kalahandi, Koraput and Malkangiri, which has the 2nd largest deposit of Bauxite and Tin Ore. These areas are known the KBK areas which have become internationally famous for starvation death, malnutrition and migration. So considering these socio-economic conditions adequate funds should be provided for this Railway project which comes under my constituency.

The budget estimate for works expenditure for 2000-01 has been placed at Rs. 7332 cr, this is 1367 cr. more than the revised estimates for 1999-2000 but Orissa has got a raw deal. Sir page 41 and 42 of the explanatory memorandum clearly depicts the pitiable condition for railway projects in Orissa as far as construction of new lines are concerned. So I request the hon'ble Mamata Banerjee to kindly reconsider and enhance the allocation for the construction of new lines in our State.

Madam as you already known that I represent the most backward district of the Country namely Kalahandi and what ever railway is there, it should be improved namely as the doubling of the line is being done between Titlagrah and Langigarh Road a Railway bridge has to construct on the river Tel, so it is my prayer that this bridge may be made a Rail cum road bridge for the improvement of the area. Then there is urgent need for the construction of the over bridge at Kesinga which is

*This part of the speech was laid on the Table of the House.

[Shri Bikram Keshari Deo]

the feeder station for the KBK Districts of Orissa. The divison which controls my area is the Sambalpur division and the activities of this divison should be closely monitored because whatever little development is going on is not up to the Standard take the case of Construction of the Kesinga Railway Station Building, the construction is sub Standard. The Platform needs to completely covered and the newly constructe platform has to completed. The Railway stations coming in the District of Kalahandi are in a dilapitiated conditions today when we have enterd the 21st century still the flooring of the Platforms of Rupr Narla. Langigarh are not cemeted with a proper shed and waiting Hallwithout proper water facilities and public convinience facility with proper drainage system.

Also the material handling facilities available at Kesinga is of very old system, I think after its inception no improvement has been done and handling of Fertilizers and cement and grains are be being done by head load, so I request the Hon'ble Minister to modernise the same as the Railway Station handles goods for the Undivided Koraput and Kalahandi District.

Lastly before concluding my speech it would not be proper if I did not mention about the exsisting Railway facilities available and improving then to the convinience of my constituency as follows;

The arrival and departure timing of Bokaro-Allepey 89up and 90 dn express trains should be rescheduled for convinience of the District so the 89Upshold reach Kesinga at 7.30 Am and 90Dn at 7.30 PM

Sambalpur-Nizamuddin and HIRAKHAND EXPRESS should run from Rayagada as Rayagada-Nizamuddin and THE SAMATA EXPRESS should run Daily.

One Coach from Rayagada to MUMBAI via Raipur and one coach from SAMBALPUR to MUMBAI via Vizianagaram.

LINK EXPRESS to run daily to NAGPUR instead of BILASPUR.

To run a DMU train from Titlagarh to Rayagada in Place of Up and Dn Passenger trains.

PURI-AHMEDABAD Express train to run daily and it should be extended to DWARIKA with 10 berth reservation quota at Kesinga.

One Railway Mail Service Office should be Constructed at KESINGA.

One GRP out Post to be opened at Kesinga for safe Gaurd of passengers.

A link Road to be Constructed to the Goods Shed and road from Paltform No. 2 to the Town should be made Bleck topped.

Laslty valuable Railway land which has been encroached should be cleared and the Station should be modernised. Lastly I request the Hon Railway Minister that recruitment drive into the railways in class IV and class III should be given to local candidates of the same divison.

So with the dynamic leadership of Mamataji we hope the Railways will develop leaps and bounds and I thank the Hon'ble chairman for allowing me to present my views.

[Translation]

*SHRI RAMPAL SINGH (Domariaganj): Mr. Chairman, Sir, Today I am on my legs to support the Railway budget. In India, trains are such means of transport which benefit common people. Every sectien of society whether rich and poor can travel by trains. The former Minister of Railways had issued a status paper on the railways on 27.5.98 according to which railways are not in a position to complete all its financial projects. It has been stated that the total length of the railway track on which trains are running at present, is 63000 kms.

Now I want to draw your attention towards the meter gauge rail route of my parliamentary constituency, Siddharth Nagar district. The day when I was elected for the 10th Lok Sabha for the first time every year I have been constantly making efforts for gauge conversion of Gorakhpur Gonda Lun Lan meter gauge in my area. I had also met the hon. Minister of Railways along with local people. The then Minister of Railways Shri C.K. Jaffar Shariff had also informed vide letter no. 98/W GUP-11, dated 13.12.93 that gauge conversion work of rail tracks is being taken up phase-wise. The 13000 km. long rail line has been identified for gauge conversion in the first phase. Gorakhpur-Goddar meter gauge is included in the first phase.

Again, the Minister of Railway informed vide letter No. 95/W-1, N.B./G.C./1/U.P.-11, dated 24.3.95. The cost and estimate in this regard has been asked. Hon Minister of Railways had informed vide his letter No. 95/W-1/NE/CUT-MOTION, dated 29.6.95 that this work would be commenced in the year 1995-96 provided it is approved by the Planning Commission and the Cabinet Committee. Hon. Railway Minister had also given a statement while replying to the budget.

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*Speech laid on the Table of the House.

Afterwards from 1997-98, it was figured in the supplementary budget and it was mentioned that a sum of Rs. 250 crore would be spent for 250 kms. A report has been asked for from railways again. The Standing Committee on Railways had repeatedly told me in 1998 that the work on this line would be started from the next year.

The Chairman of Railway Board has just informed that the survey report of this railway line has been sent to the Planning Commission for approval. When it will be back, the work would be started after getting the approval of the Cabinet financial committee.

I want to tell here that in the absence of this line, the people of my constituency can not even go to Lucknow without changing trians. The industrial development of this area has been stopped as railway line has not been laid, though it was to be completed in the year 1995-96 itself.

Therefore, I demand from the hon. Minister of Railways that the work on this line which would benefit eastern UP and Nepal should be started at the earliest and completed without delay.

Besides there is another demand from the people of this area that a train from Gorakhpur to New Delhi should be introduced because they to do not get berths in the Vaishali Express.

MR. CHAIRMAN: Sir, I thank you for giving me an opportunity to speak.

*DR. M.P. JAISWAL (Bettail): Hon. Chairman, Sir, I support the Railway Budget for the year 2000-2001 and I am grateful to hon. Minister Mamata Banerjee, for not increasing the passenger fare and thus giving a big relief to the passengers. Railway Budget presented by her is of the people, for the people and by the people.

I am grateful to the former Railway Minister, Shri George Fernandes, as Bagha-Chhitauni rail bridge has been constructed and gauge conversion has also been done as a reulst of which people residing at Western end of North-Bihar have been linked with rest of India and distance of Delhi has decreased upto 300 to 400 kms. The then Railway Minister Shri Nitish Kumar had inaugurated the Narkatiaganj-Gorakhpur gauge conversion work on 29th March, 1999. On this route, two trains for Delhi and Amritsar have been introduced. I extend my gratitude to Mamataji because introduction of Satyagrah Express has given big relief to Delhi bound passengers.

The distance between Muzaffarpur-Gorakhpur via Siwan and Muzaffarpur-Gorakhpur via Narakatiaganj is same. Presently, 21 pairs of Express trains are running on the route of Muzaffarpur-Gorakhpur via Siwan to Delhi, Mumbai, Amritsar, Kathgodam, Gwalior, Ranchi, Howrah, Guwahati, Katihar and Barauni whereas on Muzaffarpur-Narkatiaganj-Gorakhpur route, not a single train is running to aforesaid places. Due to this gauge conversion people of my area are facing great inconvenience while going to aforesaid places. Where as maximum number of trains are running on Muzaffarpur-Siwan-Gorakhpur line. Therefore, I request that these trains should be extended and run via Muzaffarpur-Narkatiaganj-Gorakhpur.

Departure time of 5063 Gorakhpur-Bandra Awadh Express is 13.30 hrs. and Arrival time of train No. 5064 Bandra-Gorakhpur Awadh Express is 1410 hrs. thus this train remains in Gorakhpur for about 22 hrs. I request that this train should be extended to Muzaffarpur via Kaptanganj, Bagha, Narkatiaganj, Betia, Motihari. With the intorduction of this train, people of this area would be able to reach Mumbai via Agra, Kota Ratlam.

504 Chouri-Chora Express runs between Gorakhpur and Kanpur and its departure time at Gorakhpur is 20.10 hrs. and train No. 5003 starts from Kanpur and reaches Gorakhpur in the morning at 06.05 hrs. and it has halt of about 16 hrs. at Gorakhpur. Therefore, I request that this train should be extended upto Raxaul via Bagha-Narkatiaganj. This step would facilitate passengers see Pashupatinath in Nepal and then they would also be able to visit Varanasi and Allahabad's pilgrimage places and further passengers bound for Nepal would also get a new train.

Train No. 5007 and 5008 run between Lucknow-Gorakhpur. This train starts at 23.00 hrs. in the night from Lucknow and reaches Gorakhpur at 05.45 hrs. in the morning and then it starts from Gorakhpur at 23.00 hrs.

This train should be extended upto Muzaffarpur via Kaptanganj, Bagha, Narkatiaganj, Betia, Motihari. This step would provide facility of new train to the people. Therefore, this train should be extended upto Muzaffarpur.

Train No. 5609 and 5610 Guwahati-Delhi-Awadh Assam Express should run from Muzaffarpur to Delhi *via* Motihari, Betia, Narkatiaganj, Gorakhpur, it should also go to Assam and if it is not possible then, these trains can run on this route for three days and for the other four days, Siwan route can be used.

Train No. 5207 and 5208 Barauni-Amritsar Express to Gorakhpur and Amritsar via Muzaffarpur, Motihari, Betia, Narkatiaganj would provide travel facility to the citizens

*Speech laid on the Table of the House.

[Dr. M.P. Jaiswal]

of North Bihar. I also want that the facility to board Lichhwi Express should be available at Muzaffarpur at the same time when Barauni Amritsar Express starts from there. Therefore, route of this train should be changed.

Narkatiaganj junction is a junction of North-East railway having four lines. Earlier, there convenient trains used to run from Narkatiaganj for West Champaran, East Champaran and Bihar's Capital Patna. Therefore, I request that a passenger train, having sleeper facility should start from Narkatiaganj at 10 p.m. and run upto Sonepur. Another Hazipur bound fast passenger train should start from Narkatiaganj at 5 a.m. and it should reach Hazipur at 10 a.m. and then in the evening this train should start from Hazipur at 17.00 hrs. so that it can reach Narkatiaganj by 22.00 hrs or 23.00 hrs. This train should get the status of Inter-city.

The facility of computerised reservation at Betia-Narkatiaganj should be provided during the current financial year itself.

The construction work of Bagha-Chhitauni Road bridge being executed by railway department's IRCON is going on at a very slow pace. This work was scheduled to be completed by March, 2000. Therefore, I request that the Minister should take personal interest and get this work of road bridge completed by May.

*SHRI DALPAT SINGH PARSTE (Shahdol): Hon. Chairman, Sir, through you, I congratulate the Railway Minister and support the Railway Budget. I want to present few demands for the development of my Parliamentary Constituency. These are as follows:

Shahdol Parliamentary Constituency is a tribal dominated area. Development of this area is very essential. This parliamentary constituency has huge coal reserves. Forest wealth, minerals, several types of clay like yellow clay, red clay, china clay, Bauxite stone, lime-stone are available in abundance in this region. All these items are transported through railways.

From toursim point of view, this Parliamentary constituency has Bandhwgarh National Park, Virat Mandir at Sohagpur and Van Ganga pilgrimage place. Three rivers flows in Mekand, Suta, Amarkantak which are worth seeing. Amarkantak is a holly place attracting lakhs of pilgrims every year.

Besides mines my constituency has largest paper industry and a Soda factory is also there.

*Speech laid on the Table of the House.

It has Sanjay Thermal Plant Virsinghpur Pali and Amarkantak Thermal Power Plant, Sahdol.

People from all over India visit my Parliamentary constituency, Shahdol quite often. Therefore, Shahdol Parliamentary constituency should be linked to Caluctta and Mumbai.

Alongwith this a new express train need to be introduced between Raipur and Gorakhpur for the benefit of the labourers of Uttar Pradesh.

Constructive work:-

Chandia, Uprea, Virsinghpur (Pali) Shahdol, Shramlai, Anuppur Junction, Jaithari Welt Nagar and Vijuri stations need to be modernized by raising the heights of their platforms. Besides, a computerized reservation centre should be set up at Shahdol railway station. Over bridges should be constructed at railway foot path crossing near Shahdol station, at Budhar station crossing upto foot path and at Vijuri, Komta, Anuppur. Necessary provision should be made in the supplementary demands for grants for this purpose.

I, therefore, urge the Minister of Railways to accede to the demand in respect of Shahdol district falling under Bilaspur railway zone. Bilaspur is one the most earning division of India and contribution of Shahdol district is the maximum to these earnings. This is the most backward area so far as railway facilities are concerned. This constituency has so far been neglected. 65 percent posts should be reserved for the unemployed local youth in the railway recruitment board and wherever any recruitment is made in any railway division 65 percent posts should be reserved for the unemployed local youths.

*SHRI KIRTI JHA AZAD (Darbhanga): I, thank you, Sir, for allowing me to speak on Railway Budget. I have represented India within the country and abroad in cricket. We won world cup in 1983 and made India the world champion. Todaly I have got an opportunity to be a Member of Parliament of the largest demoracy of the world. It is also a matter of pride for me that my father also represented this constituency six times in the Lok Sabha. This is my maiden speech and I am having the same feeling that I had when I made my debut in test match in cricket.

New railway lines have been proposed in the budget. There are also provisions for doubling of lines, gauge conversion, electrification and introduction of new trains and raising the frequencies of trains. However, I cannot

*Speech laid on the Table of the House.

but observe with due apology that Mamataji has taken special care of West Bengal. This budget can be termed as a good budget in view of financial constraints. The most important is that fare has not been liked. Indian railways is perhaps the second largest railways in the world. The passengers traffic has increased five fold and goods transportation has increased six fold during the period from 1950-51 to 1998-99. The number of wagons has increased two and half times while track has increased one and half times only. This shows what a tremendous burden the railway is bearing. Only time will tell as to what extent this railway budget presented by Mamataji is going to be beneficial for the passenger and goods traffic. The passenger and goods traffic share by railways in 1950-51 has considerably come down at present. If it was 90 and 80 percent at that time, it has now come down to 40-20 percent respectively. It is a matter of serious concern. The new projects announced every year by the Minister of Railways should be curtailed. The Railways always should take up certain projects serioulsy and they should be completed within a definite time frame. By this we would be able to get maximum benefit with minimum resources.

[English]

Please all, satisfy none

[Translation]

Policy is not going to pay. There is a saying in English, "A bird in hand is better than two behind the bush".

Mr. Speaker, Sir, there are two types of Ministers. One is presiding Minister and the other is providing Minister. The presiding Ministers are like you who listen to the voice of public and say either ayes or noes. But what is seen generally in the Ministry of Railways is that the Board or its Members do not accede to the public demands relating to welfare of public. The other category of Ministers are those who are providing Ministers. They listen to the representatives of public and then chalk out the development work accordingly. But here it is a quite different thing. If a letter is sent then it is replied that "I am looking into the matter of I am having the matter looked" And with this the letter is placed in the file and it gathers dust under red tapism.

Mr. Speaker, Sir, now I come to the most important part of my speech. Mithilanchal is the most neglected region of North Bihar. I am sorry to say that had there been no British rule whatever railway development or other development had taken place at that time, even those would not have taken place in this region, Late Sh. Lalit Narayan Mishra also undertook some development work but after him whoever took charge of this Ministry, They made only announcements or announced some packages but they did nothing for this region.

There are a number of projects going on in Mithilanchal. Mithilanchal comes under the North Eastern railways and if we look at railway budget, we find that no amount has been earmarked for any ongoing projects. One such project is Sakari-Hasanpur which was started in 1997 with an estimated cost of Rs. 89.70 crore. The earht work has been completed, land has also been acquired. However, overall progress is only 8 percent. I am placing the project implementation status report July-Sept. 99. Even last year an amount of Rs. 5 crore was provided for this project but this time Rs. 10 lacs only have been earmarked for it.

Due to paucity of time I am not in the position to refer to all the projects. However, I must stress the point that due to shortage of funds the longer these projects are delayed, the costlier they become.

I would like to cite one more instance. A number of surveys are going on, an assurance to this effect was given by Shri Digvijay Singh, the Minister of State for Railways. Sakari-Nirmali gauge conversion Sakari-Jhanjharpur-Lokaha Bazar gauge conversion and laying of a new line from Sitamarhi to Jai Nagar via Sobarsa. Only survey is going on for these projects but it has not been said since when the survey work is going on and when it is going to be completed. These should be completed within a stipulated time frame.

I must relate to one more interesting case, Almost 4 decades ago, a railway station and railway line between Nirmali and Maptiyahi were washed away and now there is no station there but a station master is still being paid salary. A question was asked in the House in this connection and I read out the reply of the same.

[English]

To consider connection of Nirmali to Bhaptiyahi by Railway line, final location and extensive investigation survey for construction of bridge on river Kosi, has been taken up. Further consideration of the project will be possible once the survey report becomes available.

[Translation]

Whether Survey work in going on for the last 40 years?

Mamataji has spoken about her own and beautiful Bengal but she has not said anything about the gateway

[Shri Kirti Bhan Azad]

of Bangla i.e. Darbhanga the heart of Mithilanchal. About one and half crore people from far and and near the districts of Madhubani. Jhanjhar pur, Ruxol, Sheohar Rosera and Sitamarhi visiting different pats of the country came to Darbhanga as the broad gauge line terminates here in Mithilanchal. But it is a matter of regret that not a single superfast train originate from this station. Superfast Vaishali express train starts from Baruni and a local train takes six hours to cover this distance from Darbhanga. It is only possible when Inter-city reaches in time.

I want that Mamataji should at least get Vaishali superfast train run via Darbhanga and the people of the area would feel obliged. For example, the same thing was done in respect of Vikramshila express which was previously known as Magadh express starting from Patna. This train was later extended upto Bhagalpur as Vikramshila.

I only expect that the hon. Minister should not give step motherly treatment with us and to Mithilanchal. I would also like to tell the Members of the Railways to peep out of their air-conditioned rooms.

*SHRI TARACHAND BHGORA (Banswara): I belong to Banswara (Reserved) Parliamentary seat of South Rajasthan. My parliamentary constituency is tribal dominated. This has been left far behind in respect of development. The root cause of this is that the Government had announced a railway line from Dungarpur to F[illegible]m via Banswara and survey work is also in progress. After completion of the survey work, budget allocation for the rail line should be made at the earliest so that the development work for the backward classes may be taken up. After 52 years of independence the Adivasi people of this area would be able to get the benefit of railway facility and they would also get linked to the process of development.

South Rajasthan was the land of Maharana Pratap and Meerabai and the lake city Udaipur falls in this area. This area is covered by Aravali hills and it is also an important tourist place. This area has not yet been connected by broad gauge rail line due to which the foreign and domestic tourists have to face lot of problems. Therefore, gauge conversion is very much required.

Chetak Express runs from Udaipur City to New Delhi but it is an express train only for name's sake as it covers a distance of 800 kms. in 20 hours and due to this no one wants to travel in this train in this modern age. Therefore, approval may be given for gauge conversion between Ajmer and Udaipur.

Besides this in my Parliamentary constituency and in the adjoining tribal area of Udaipur there is one of the biggest zinc smelter and a big mineral reserve. Gauge conversion on this rail route will help in the increase of production and as a result of this passenger traffic would be facilitated and trade activities will also increase.

There is meter gauge rail line between Udaipur and Ahmedabad via Dungarpur. This rail route also need conversion and provision for this should be made in this budget. By doing so this South Rajasthan could have trade relations with Gujarat and the passengers will also have this facility.

I want to draw the attention of the Railway Minister and the Government of India through you that funds be allocated for the rail lines for which survey work has already been done in the interest of the people and for the development of Rajasthan in order to provide railway facility to the people.

*SHRI PRAHLAD SINGH PATEL (Balaghat): I support the demands for grants of Railway Ministry. Sir, I express my thanks to the Railway Minister and hon. Prime Minister for pvoding funds in the Rail Budget for gauge conversion from Gondiya to Balaghat Jabalpur.

Mr. Speaker, Sir, I represent Balaghat district where mineral deposits and forest wealth are in abundance but Naxal vilence is at its peak in this area in the name of neglect and disparity. The murder of a Cabinet Minister of Madhya Pradesh is the result of the said violence. In such a situation if development is not made in an area where high quality manganese and copper are available people will feel disappointed. The amount allocated in this budget for Gondia Balaghat Jabalpur rail route is far less as compared to the previous year and even 25 percent of the amount allocated for the previous year has not been spent on gauge conversion and that amount was spent only on salary and other items. This is highly regretable and objectionable. This is a living example of the neglect of this area. This matter had appeared in the news letters of the Railway Ministry in which the DRM of Nagpur Division had made it point wise clear and this led to the criticism of the Union Government. I had written a letter to the Chairman, Railway Board and the Railway Minister. I am awaiting the reply in regard to the action taken thereon.

Funds have now been again provided for gauge conversion of Balaghat Jabalpur rail route of Gondia. I would like to give following suggestions and also raise following demands and I hope they would be accepted.

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

The amount allocated for gauge conversion in the Rail Budget of 2000 should be totally spent on the said work only.

The conversion work from Gondia to Balaghat is scheduled to be completed in the first phase and thereafter work on Balaghat-Jabalpur would progress. Therefore, amount should be provided in the year 2000 as hon. Prime Minister has given an assurance in this regard at Balaghat.

The Railway Minister is requested to get the survey work from Goregaon (District Narsinghpur, Madhya Pradesh) to Ramtek done which was scheduled to be completed between 1996 and 1998 and thereafter survey work upto Sagar should be completed.

The railway map shows this area as bereft of rail lines. I, therefore, believe that only this Government can provide a straight rail line in this backward area as a result of which the distance between Delhi and South region could be reduced by 120 kms.

I believe that my constructive suggestion would surely be considered and with this hope supporting this Rail Budget I once again thank the Railway Minister and hon. Prime Minister.

*SHRI THAWAR CHAND GEHLOT (Shajupur): This is a praise-worthy Budget which aims at giving momentum to the development of the country. A reasonable increase has been made in the planned expenditure without increasing fare or freight charges. Efforts have been made to make a saving of Rs. 850 crore by observing austerity and also earn money from railway property and advertisements etc. Providing facilities by imposing less charges, viz. introducing new trains, travelling facility for students, freedom fighters and people who were engaged in Kargil war, provision of laying more railway lines first time after independence and efforts to contain corruption are good decisions.

Suggestions and demands:

There is acute shortage of railway lines and railway facilities in Madhya Pradesh. It is necessary to remove of this shortage and make additions in the existing railway lines in Madhya Pradesh. Early completion of Maksi-Dewas-Indore-Dahod-Godhar-new railway line, conducting survey of Ujjain-Ramganj-Mandi via Agra, Susner, Soyat rail line, conducting early survey of Jabalpur, Mandla, Mungeli-Bilaspur railway line, completion of Rs. 380 crore project of gauge conversion of Jabalpur-Nainpur-Gondia railway line (sanctioned long before for which only Rs. 22 crore had been provided last year and only half of the same has been given this year), early gauge conversion of Neemach-Ratlam railway line, doubling and electrification of Ujjain-Indore railway line, doubling of Ujjain Bhopal railway line and other works on it, raising the height of platforms of Dewas, Shajapur. Berchha, Akodiya and Shujalpur, construction of "goda" at Dewas and providing other facilities there, provision of stoppage to Malwa Express at Kalapipal and Akodiya, stoppage of Jaipur-Bangalore Express at Makshi, Shujalpur and Verdha, provision of reservation quota of berths in Indore-Kochin, Indore-Howrah Express at Dewas and Jaipur-Chennai Express at Shujalpur running of Indore-Dehradun Express seven days a week and providing reservation in this train quota at Rajapur is necessary. Inter-city train Nos. 1141 and 1142 between Indore and Gwalior which were scheduled to start from 2nd July 1999 were postponed due to Kargil War. These trains should be run now. An EMU train should be introduced between Ratlam-Bhopal and Ratlam-Kota. The speed of Paschim Express Deluxe train Nos. 2925 and 2926 should be increased specially between Mathura and New Delhi. The number of coaches in Deluxe and Jammu Tavi Superfast Trains should be increased and the Lucknow-Bhopal train and the Pushpak Express should be extended upto Indore. I lay the above written speech on the Table of the House.

[English]

SHRI K. MURALEEDHARAN (Calicut): Sir, I thank you for giving me the opportunity to speak on the Railway Budget.

For the first time in the history, the State of Kerala is totally neglected in regard to Railway Budget. Most of the income from the passenger traffic is coming from the State of Kerala. When the Railway Minister presented her Budget, all he Members of Kerala had agitated and came into the Well of the House.

There are ten railway gates between Calicut and Kasargod, which is the northern part of Kerala. The Budget provision or the amount allotted in the Railway Budget for construction of the railway over-bridges between Calicut and Kasargod is very meagre.

I would like to mention a few points about Konkan Railway which was inaugurated two years back. The tunnels in the Konkan Railway are very dangerous. Last Friday an accident took place in the Konkan Railway. Netrawati Express running from Kurla to Kochi met with an accident and a big piece of rock fell on the train. Three passengers were killed in that accident. Madam, as you are aware, there are 92 tunnels in the Konkan area. The security measures should to strengthened in the tunnel areas. During the monsoon season, always

*Speech laid on the Table of the House.

[Shri K. Muraleedharan]

the train services are disturbed in the Konkan line. It is because of soil erosion and sliding of rocks. It is the main headache in the Konkan area. When the hon. Minister met a delegation of MPs from Kerala, she promised two trains to Kerala. One is Trivandrum-Mangalore Express *via* Alleppey and the other is Pune-Kochi Express. The Pune-Kochi Express may be extended to Konkan area so that the people of northern Kerala can get a train.

Madam, you know Calicut is an historic place. It is very famous for trade and commerce. Calicut railway stations is a very old railway station. If my memory is right, the hon. Minister, in her Budget speech, announced setting up of 154 model stations. Calicut railway station should also be included in that.

Regarding Rajdhani Express, presently a Rajdhani Express is run from Nizamuddin to Trivandrum twice a week. The Kerala Government gave a representation to the Railway Ministry that this train should be run daily. Our respected colleague, Prof. A.K. Premajam requested for a new railway line between Thalassery and Mysore. Wyenad is the most backward district in Kerala. That district is not in the railway map now. If this Thalassery-Mysore railway line comes up, when Wyenad will come in the railway map. In my Budget speech in 1990 also I made this point. Still the matter is pending. I raised this matter under Rule 377 also. That time the hon. Minister informed that the survey is over. Since there is scarcity of funds she is not able to make any allocation for this line. From tourism angle also this line is very viable. I hope the hon. Minister will consider the demands made by the representatives of the people of Kerala, especially the northern part of Kerala. Shri Ramesh Chennithala and Shri Suresh Kurup mentioned that Ernakulam-Kayamkulam line *via* Kottayam should be doubled. I would like to support their demand. I would also like to add that Alleppey line should also be doubled.

[Translation]

VAIDYA VISHNU DUTTA SHARMA (Jammu): Mr. Chairman, Sir, roads and railway lines are life-lines of the country and their management enjoys top priority in the country. There is nice coordination of courage and ability in the Budget that has been presented by the hon. Minister of Railways for 2000-2001.

Despite serious crises she has made efforts in every field for the development and expansion of railway network. She has also provided concessions and facilities for some people alongwith management. Keeping all these things aside, due to paucity of time, I come to the main point. I belong to a State which has been badly affected by terrorism for the last ten years. In this area train services are badly required for the early movement of security forces but unfortunately, out of 300 mile long Jammu-Udhampur and Udhampur-Srinagar project not even 20 km. raile line has been constructed during the last 17 years. The population of this State is one crore. A large number of security forces has also been deployed here. Millions of pilgrims visit this place. About 60-70 lakh pilgrims visit Vaishno Devi every year. Tourists in large number also visit the State. Lakhs of pilgrims undertake journey to Amar Nath every year. In every festival, people from Jammu like to visit Haridwar. Even after every possible effort during the last two years, rail facility from Jammu to Haridwar could not be provided for the people of Jammu. Many trains from Jammu run in losses. If a train is introduced from Jammu to Haridwar in place of them, it would be profit making. This is the priority of my area.

Jammu is a big State spreading over one and half lakh sq. k.m. but there is only one railway station-the Jammu Station-Punchh is 200 km. far from Jammu. If people want to go to any place, they have to come to Jammu. When they buy tickets, they get ticket in waiting list. In such an eventuality, they have to stay there for 2-4 days. Ticket is not so costly but lodging and boarding are more expensive which cause them great difficulties. Rajauri is 100 km. far from Jammu. A reservation counter should be opened there to facillitate booking. People from Srinagar and Laddakh take train from Jammu. Jammu is over-crowded and touts cheat people and harass them. Please save Jammu from the touts. Ticket counters should be opened at Udhampur, Srinagar, Laddakh and Rajauri area. Around twenty to twenty five trains starting from Jammu go to the various parts of the country via Jalandhar.

Although all the trains reach at right time but start running late after touching Jalandhar-Jammu section and are reportedly running late for 2-8 hours. Its simple reason is that it is a single track. I, therefore, request the Hon. Minister of railways to double the track for timely running of trains.

A section of people in Jammu deserve pity. They have been residing there after coming from Pakistan in 1947. I am sorry to say that even after the efforts made by me and other people of the society during the last fifty years they could not be granted citizenship rights. They can neither purchase land, nor build houses nor can get Government services. I request the Government to provide them concession in ticket.

I am grateful to you for providing me an opportunity. I strongly support the rail budget.

SHRI SUBODH ROY (Bhagalpur): Mr. Chairman, Sir, Kumari Mamata Banerjee has performed her responsibility excellently. The people of the Country and we think that she will get success in fulfillng our aspirations. She will play an important role and make constribution to fulfil wishes of the people.

Mr. Chairman, Sir, the conditior. of the trains particularly of passenger trains meant for commonman is very poor. The Efforts have not been made to improve their conditions. It is a fact that fares have not been increased but passenger trains remain very crowded. I would like to tell you about condition of Bhagalpur station.

Mr. Chariman, Sir, Bhagalpur is famous as silk city. But development work at this station has not been carried out properly. The Vikramshila Express starts from Bhagalpur and passengers do not get facilities for want of sufficient number of coaches. I request you to start this train from Sahebganj and approve the proposal regarding additoin of more coaches to this train.

The Government have provided facilities to the students. I would like to tell that these facilities are useless till trains are available for the students. I would like to appeal to the hon. Minister to introduce a DMU train from Sahebganj to Kayul. A proposal was submitted regarding extension of the train from Bhagalpur to Mandar Hill to Dumka, Dumka to Devghar and Devghar to Sultanganj. The hon. Minister has mentioned about Sultanganj to Devghar but she has not mentioned about earlier proposals. She has mentioned about Banka to Nawada and Nawada to Jamui but earlier proposals regarding Jharkhand which in called Vananchal should be implemented.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): Every time new things are not mentioned. This is an old proposal. Funds have been provided for that. The work is going on. There is no need to repeat all these things.

SHRI SUBODH RAY: The information regarding progress of work must be provided. This point has been raised because no information has been provided in this regard in the Budget. If this has been provided than thanks for that.

The development work at Sultanganj station must be carried out because about five to seven lakh passengers visit Sultanganj Devghar every year. Development of Akbarnagar station must be done. All these stations are of British period and attention has not been paid to their development. A provision was there to allot land alongwith railway line to landless persons and Harijans but now it has been changed and this land is being provided to big persons having vested interests or mafias. Therefore, I would like to request that a provision should be made to allot land to landless and Harijans.

[English]

MR. CHAIRMAN: The following members have laid their speeches on the Table of the House.

1. Shri Uttamrao Dhikale
2. Shri Ananta Nayak
3. Shri Chandra Pratap Singh

[Translation]

*SHRI SUBODH ROY: I would like to thank hon. Railway Minister, Kumari Mamata Banerjee for shouldering this onerous responsibility presenting a development oriented budget. The Railways play an important role to strengthen national unity, integrity and fraternity. It strengthens mutual love and affection and secularism. Therefore, I would like to extend my good wishes to the hon. Railway Minister to perform her duties successfully for country wide development of railways.

Sir, I would like to request that Bhagalpur is a backward and neglected area. For development of this area Vikramshila Express must be started from Sahebganj with additional 3-4 coaches and passengers will also be benefited by this. For the convenience of students of schools and colleges and commonman a DMU train should be started from Sahebganj to Kayul. The Rajdhani Express must run via Bhagalpur once a week. Guwahati Rajdhani and Hawarah Rajdhani may be run alternatively via this route. Doubling of Kayul to Badharwa rail line must be completed immediately which is pending since many years.

Sir, its a good proposal to introduce Vananchal Express from Bhagalpur and to conduct survey for laying new lines from Sultanganj to Devghar and Banka-Nawada-Jamui. I would like to request to complete work of laying new lines from Madarhill to Dumka and Dumka Devghar and Jasdih as early as possible. Nothing has been said about this in this Budget.

Sir, Bhagalpur is known as silk city but its station is in a poor condition. Sultanganj station must be developed because lakhs of people travels from there. It is necessary to develop Kahalgaon, Pirpali, Nathnagar, Ghopa etc. stations.

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*This part of the speech was laid on the Table of the House.

[Shri Subodh Roy]

It is also necessary to improve condition of passenger trains for the convenience of commonman. Fare has not been increased this time but nothing has been done for making improvement in facilities meant for commonman. I hope you will try to improve facilities meant for commonman and condition of employees.

Once again I request that provisions may be made to allot land alongwith railway line to landless persons and Harijans.

I hope the Railway Budget of the millennium will fulfil the aspirations of the common passengers and make rail journey more comfortable.

*SHRIMATI JAYASHREE BANERJEE (Jabalpur): First of all, I thank you on behalf of the people of Jabalpur, the cultural capital. I am grateful to you for extending Rajkot Express upto Jabalpur.

You know, Jabalpur is situated in the centre of India. All big metropolitan cities are connected with this city. An Ordnance factory of Defence Ministry, Madhya Pradesh High Court, two universities, Bheraghat and Kunha tourist spots are situated here. If following facilities are made available here, then this city can become a progressive city. Funds should be increased for the development of West-Central zone and gauge conversion of Gondiya-Nainpur-Jabalpur. Doubling and electrification of Itarsi-Jabalpur-Allahabad should be undertaken. Amarkantak (8253/8254) Express Bhopal Durg should run daily via Jabalpur. Mahakaushal Express-1449/1450 Jabalpur-Hazrat Nizamuddin should be extended upto Jammu for three days and for remaining days it should be extended upto Pathankot. Shipra Express 9305 Howrah-Ujjain should be run via Itrasi-Jabalpur for four days. Kochi-Hyderabad Express-7092 should be extended upto Bangalore. A new intercity train should be frun from Jabalpur to Bhopal as well as from Jabalpur to Nagpur. Itarsi-Jabalpur 1503/1504 fast passenger should be extended upto Katni. Patna-Madras train should be extended upto Trivendrum/Kanyakumari. Platforms of Madanmahal station should be expanded. Madanmahal goods godown should be shifted to Kachpura. City side of Madanmahal station should be expanded to provide facility to the people of Jabalpur city. Goudwana superfast express, Mahakaushal Express. Chitrakoot Express and Riwa Shuttle should start from Madanmahal station. Washing pit of Jabalpur Loco should be expanded. For this purpose sufficient space is available at the end of steam Locoshed. Land belonging to Jabalpur Indian Oil Depot should be utilised because presently. Indian Oil's depot is operating at Bitauni. An over-bridge of under bridge should be constructed at metre gauge railway crossing at Gorakhpur, Jabalpur.

*SHRI ANANTA NAYAK (Keonjhar): Hon. Chairman, Sir, I support the Railway Budget and draw the attention of Hon. Minister towards some suggestions.

My Parliamentary Constituency Keonzar (Orissa) has mineral wealth in abundance. Everyday iron ore in tonnes is transported to Paradeep (Port) as a result of which national highway no. 5 has been completely damaged.

If rail link is provided between Paradeep and Banspani, then Government would be economically benefited. Then the railway line being laid between Daitari and Banspani should be immediately completed. A passenger train runs between Ranchi and Badbil, if this route is connected into broad gauge and a new rail line is laid from Badbil to Banswani then whole Pavesayak area from Badbil to Daitari would be linked by rail route. Railways would also gain financially.

*SHRI UTTAMRAO DHIKALE (Nasik): Mr. Chairman, Sir, First of all I express my gratitude to Railway Minister for providing Palace on Wheels to Maharashtra state as well my Parliamentary Constituency. This Maharashtra Darshan Train would also halt at Nashik Road railway station in our Nasik city. I am very happy with this development.

The Railway Minister did not increase passenger fare and she extended this facility to students and provided free travel to the family members of Army Jawans. For this Railway Minister deserves thanks and I thank her. Sir, first of all I want to tell you and through you to the Railway Minister about my Constituency. My Parliamentary Constituency is Nasik in Maharashtra. The Government of India recognised Nasik city as a major industrial town 10 years ago. Nasik is a holy area of India. Here Kumbh Mela is conducted after every 12 years. Holy river Godawari flows here and Lord Ramchandraji remained here in exile. Shri Tryambkeshwar is also near from here. Nasik is called Kashi of Maharashtra. Its importance is mentioned in ancient history. Mr. Chairman, Sir, population of Nasik city is about lakhs. Major regional offices of centre and state are located at Nasik. There is a large industrial complex, Artilary centre Deokali, Air Force unit Ozar MI6 Aircraft Nasik are also in Nasik. Alongwith industrialisation Nasik is leading in agriculture also. Grapes, onion, sugarcane, ross flower vegetables are also produced in large quantity here. I want to draw your attention towards this city and district. Through you, Sir,

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

I want to request the Minister that Nasik Road Railway Station is the railway station of this city which is 200 kms. away from Mumbai. It is 100 kms. away from Gujarat and from Khandesh. It is 100/150 kms. away and Shirdi is 70 Kms. away from here.

Tourists from several parts of the country and abroad visit this city everyday. But they don't get proper railway facility. Therefore, I request you and the Railway Minister that 5 trains go to Mumbai from Nasik Road Railway station and these are used by tourists visiting Nasik. These trains should have halt for 2 or 3 minutes. These trains are: 1. Train no. 2859/2860 CST-Mumbai-Howrah-Geetanjali Express 2. 2133/2134 CST-Mumbai-Lucknow-Pushpak Express 3. 2101/2102 LTT Kurla Howrah-Super Deluxe 4. 2103/2104 LTI Kurla-Nagpur-Super Deluxe 5. 2949/2942 LTT Kurla-Patna-Super Express.

Nasik is a big station on Nasik-Kalyan route. Ram Bhurma Express should be run from Bhusawal to Mumbai taking 6 hours and one Shatabdi express should be introduced between Manmad and Mumbai. More than 15000 people from Nasik go to Mumbai everyday and they return in the night. Among them about 7000 people from Nasik go to their offices in Mumbai. They go to Kasara by taxi and catch local train from there for Mumbai. Therefore the inconvenient timing of Panchwati Express from Manmad to Mumbai should be changed. From manmad Panchwati Express departure time should be 5 and its arrival time at Mumbai should be 7 in the morning so that all employees are able to reach their offices and after their office they should have a train at 6 so as to reach Nasik by 10 in the night. The Panchwati Express should follow this time schedule.

I request the Government that work of Nasik Road Railway terminal should be completed immediately. As I have said to Hon. Chairman, Sir, Nasik is a Central City which is almost of an equal distance from Pune, Mumbai, Gujarat and Khandesh.

Therefore, I demand that a new railway route should be developed from Pune, Surat, Uhanu and Nasik to Shirdi via Sinner and an overbridge near Mandsangvi on Aurangabad road near Nasik should be constructed Farmers should be provided godowns and railway wagons at railway station and passengers should be provided water and electricity.

*SHRI CHANDRA PRATAP SINGH (Sidhi): Mr. Chairman, Sir, while supporting the Railway Budget, I wish to draw the attention of the hon. Minister towards some suggestions. In the tribal dominated districts of Madhya Pradesh i.e. Koria, Sarguja and Sidhi, the Railway facilities are totally negligible and whatever little facilities are there, they were developed during the British time. Besides, whatever facilities were available, they have been withdrawn. I am distressed to say that the tribal districts have totally been overlooked in the present Railway Budget.

A passenger train from Chirmira under Bilaspur rail division terminates as Bilaspur. If this train is extended upto Raipur, the Government would earn additional revenue and there will be no difference in time.

Similarly under south eastern railway, a bogey at Vishrampur used to be attached to Utkal (Kalinga) express running upto New Delhi and now this facility has been withdrawn. In the same way, bogey was being attached at Vishrampur to the train upto Bhopal and that facility has since been withdrawn. Besides, the reservation quota for every station has been discontinued. Instead of extending more facilities, even the existing facilities have since been withdrawn. They should be restored.

Earlier a first class bogey (coach) and one general coach were attached to Bhopal-Bilaspur passenger train (8235-8236) at Chirmiri station and now this facility has been withdraw. This facility should also be restored.

Provision for the halt of trains running between Anuppur to Vishrampur (Railway Division Bilaspur) should be made at village Dangora and village Nagpur which located near towns like Mahendragarh, Chirmiri (which is a coalmine belt) where people from a number of other States are working and which are also densely populated. It would benefit people going to Mahendragarh and Chirmiri.

If the route proposed to be constructed between Vishrampur to Ambikapur is extended upto (Sigrauli) Baidhen, then direct train facility upto Allahabad and Banaras would be available.

Chirmiri, Mahendragarh and Kotma are coalmine areas which are frequented by people. But in the absence of direct train services for Calcutta and Varanasi, people are faced with great difficulties. Hence, I request that provision of attaching a coach to the Sarnath Express up and down train from Anuppur station for Varanasi and attaching one coach of Chirmiri-Bilaspur passenger to Bombay Howrah express for Howrah at Chirmiri station be made. I not only hope but am sure that suggestions made by me would find a place in the budget provisions.

*Speech laid on the Table of the House.

SHRI DINESH CHANDRA YADAV (Saharsa): Mr. Chairman, Sir, I support this railway budget presented by the hon. Minister of Railways. I represent Saharsa Parliamentary constituency of Bihar State. It is a very backward region. It is also known as Kosi region. 53 years have elapsed since the country got freedom.

But I am sorry to say that this Kosi Region comprising five-six districts did not have even an inch of broad gauge line. During the time of United Front Government, a broad gauge line between Mansi and Forbisganj was sanctioned and it was decided that in the first phase, the line from Mansi to Saharsa would be constructed and in the budget of 1996-97 Rs. 8 crore, again Rs. 8 crore in 1997-98, in 1998-99 Rs. 350,99,000 and in 1999-2000 Rs. 10 crore were allocated. Now in this budget Rs. 3 crore have been earmarked for 2000-2001. Though in every year's budget money has been provided, yet that amount has not been properly utilized. A stretch of 43 kms. still remains to be converted. A number of bridges are to be constructed. The hon. State Minister of Railways, Shri Digvijay Singh has made a review with the railway officers in respect of this line. But I am sorry to say that these officers are not taking any interest in this regard. Perhaps, they think that let this backward region which has not seen any development work so far, remain as it was. I would request the hon. Minister to make an enquiry into the inaction on the part of those officers. Itis generally observed that sometimes projects are sanctioned, but no money is provided for them. But here in this case, when the funds are available, what is the rationale behind not implementing this project.

Mr. Chairman, Sir, through you I wish to draw the attention of hon. Minister that though this project had been sanctioned in the Railway budget of 1996 yet the tenders for costruction of bridge Nos 44, 45 and 47 have not yet been finalized. Time and again tenders are floated, yet they are not executed as a result of which the construction work of these bridges has not yet started. People even launched an agitation in Jan. 1999. There was laxity in work because the railway officers are not taking any interest in this project's work. Trains were stopped. Then the Railway Minister had given an assurance that this work would be completed by 2002. But how his assurance of completing the work by 2002 would materialize when the construction of bridge is not completed. Hence, I request the hon. Minister of Railways to take interest in this project and this work which has been undertaken in the backward areas should be completed. There was a railway line from Nirmali to Bhaptiyahi which was laid during the British rule. However, it was washed away by flood in 1944 and thereafter nobody thought of repairing the line. A survey in this regard was conducted in 1996 and the survey report was submitted in 1997. A stretch of 40 kms. railway line was to be laid and a bridge was also to be constructed on river Kosi. A sum of Rs. two crore was allocated to carry out an intensive survey and to identify the site of the bridge. However, inspite of allocation of Rs. two crore, this intesive survey work was not started. The survey of gauge conversion from Saharsa to Purnia linking Banmankhi-Bihariganj had been sanctioned.

Sanction has also been given for gauge conversion of railway line from Mansi to Forbisganj and from Katihar to Jogbani, Saharsa toPurnia is its link rail line. A survey is required to be conducted in this regard and gauge conversion carried out. Sanction has been given for laying a new railway line from Koparia to Vanama-Sonvarsa Raj, Bihariganj. It should be taken up immediately and completed.

MR. CHAIRMAN: Now, please conclude, you have already taken five minutes.

SHRI DINESH CHANDRA YADAV: Mr. Chairman, Sir, I have just started and you have rung the bell. That region has no other facilities except the railways. There are no roads in that area. Hence, my suggestion is that Katihar-Samastipur fast passenger train No. 329 should stop at Sanvarsha Kachheri. The 330 down Samastipur-Katihar passenger train should have a halt at Dhamara station. The banamankhi-Samastipur passenger train No. 327 originates from Saharsa junction. It should start from Saharsa at 3 o'clock.

The roads along Saharsa junction from Prashant Mode to Godown via Shankar road are in a dilapidated condition. There is waterlogging in that road as a result of which passengers are put to great hardship. PCC road is 703. metre long. It should be constructed.

Mr. Chairman, Sir, the facility of retiring room and a generator set at Simri Bakhtiyarpur station should be provided. Kopadia station is situated in an agricultural zone. But it has no road facility. There is no facility of transporting foodgrains and other goods by any other means except through rail goods booking. Hence, rail goods booking facility should be provided at Kapadia station.

Mr. Chairman, Sir, sufficient staff should be posted at computer reservation centre at Saharsa and a separate building should be constructed for this centre. A foot over-bridge should be constructed at Supaul station. It is a district headquarters. The railway line passes through the middle of this city. In the absence of a foot over-bridge at the station. The passengers have to face great difficulties. The sanction for the construction of Saharsa

overbridge was given in 1997. Certain amount is earmarked every year. Even in this budget, funds have been allocated for the same. However, the work has not yet been started. I request the hon. Minister of Railways and the State Minister of Railways to inaugurate this overbirdge and complete this work. In the absence of an overbridge the Bengali bazaar road to Headquarters of Kosi Commissioner, Saharsa is jammed for hours during the day. People have to face lots of difficulties.

The gauge conversion work of Jainagar (Sakadi-Darbhanga) Narkatiya Ganj was started by the then Minister of Railways, Shri Nitish Kumar in November 1998 by laying a foundation stone but what to talk of expediting the work, the work has not yet been started. This work should be completed. The survey for gauge conversion of 30 kms. stretch from Sakari to Nirmali has already been approved. This is a question of gauge conversion of merely 30 kms. Please conduct early survey and get the gauge conversion done.

MR. CHAIRMAN: Dinesh Chandra Yadavji, please conclude now. Lay your written speech on the table of the House. I am calling the next hon. Member to speak.

SHRI DINESH CHANDRA YADAV: Mr. Chairman. Sir, I am concluding. In the end. I want to inform the House of a sad incident. Whenever there is any agitation in Bihar, railway property is always damaged. Whenever anyone is sent to jail or anyone is deprived of power, trains are stopped and railway property is damaged. "Bihar Bandh", was observed by RJD on 5-3-2000 in which only Railway property was targeted. On the morning of 6-3-2000, two rail engines collided between Sonewarsha Kutchery and Saharsha junction. One of the engines collided with a passenger coach resulting in the deaths of six persons. Kunal Kumar S/o Shri Shyam Bhagat, Deepak Kumar S/o Shri Satyendra Modi, Nirmal Kumar S/o Shri Babulal Bhagat r/o Sigari, Bakhtiyarpur (Saharsa), Kellu Yadav F/o Shri Nunulal Yadav, r/o village Hardi (Supaul) and Rajkumar Rai S/o Shri Janisdas, r/o Sitamarhi died. I would like to request the hon. Minister of Railways to provide compensation to the families of the deceased. I conclude my speech.

[Eglish]

MR. CHAIRMAN: Shri Varkala Radhakrishnan. Do you want to lay your speech on the Table of the House or do you want to speak?

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Yes, I am speaking.

MR. CHAIRMAN: You may please take only five minutes.

SHRI VARKALA RADHAKRISHNAN: Sir, at the outset, I would like to say that I do not dispute the sincerity of the hon. Railway Minister. But the fact remains that a passenger travelling by a long-distance train is not sure that he will be alive the next day when he reaches his destination. In the recent past, human life was the cheapest commodity for the Railways. Deaths were common. Accidents were common. Anything might happen to the train at any time. That was the situation. Of course, there is some change. But that is not enough.

Sir, you will remember that this is due to lack of availability of modern facilities and modern infrastructure in the matter of checking accidents earlier. So, I would advise the hon. Railway Minister that even if large sums are required, it does not matter and they should spend money on this. Human life is the costliest thing in India. So, safety should be given utmost importance in running the railway adminstration.

Secondly, there are hundreds of unmanned railway level-crossings in India. Every day, there is an accident involving three or four people in a level-crossing. Many human lives are lost. We do not have sufficient security and we do not have the machinery to see that these unmanned railway level-crossings are manned by railway officials. So, that must be the topmost priority because people are travelling in trucks and carts. Their lives should be secure. Therefore, that aspect must be given the topmost priority. Manning the unamanned level-crossing throughout the nation is very essential. It should be given top priority.

Regarding the catering service in the railways, it is most unhygenic. It is beyond human consumption. That is the present situation in most of the trains. Unless and until some sincere efforts are taken in this regard, this matter could not be solved. These are some of the salinet features which are to be noticed in running the railway administration. This is the general position.

With regard to Kerala, I have to point out certain matters. There is a longstanding demand for a Railway Zone in the State of Kerala. There are two Rialway Divisions in Kerala. The Trivandrum Division is having control over a part of Tamil Nadu also.

So, considering all these aspects, it is only just and proper that we should have a railway zone for the State of Kerala.

Previously, there was a proposal to start a railway Coach Factory in Kerala at Palaghat, but that has not been materialised till date. This matter may also be taken up for immediate consideration. Earlier, my friends have

[Shri Varkala Radhakrishnan]

dealt with electrification. With regard to Trivandrum Railway Station, I would suggest that Nemam Railway Station should be developed into a satellite station so that most of the long running trains can be stationed there. This factor should also be taken into consideration.

With regard to doubling, it is a long felt need of the people that Trivandrum-Ernakulam *via* Kottayam should be doubled. Another coastal line, that is, from Kayamkulam to Ernakulam *via* Alleppey should also be doubled. There is no doubt that these two lines should be doubled. It is only a long felt need of the community.

Conversion of Kollam-Virudunagar meter-gauge section into broad-guage should also be taken up without delay.

Electrification of Trivandrum and Ernakulam must be taken up along with the coastal line and later on *via* Kottayam....*(Interruptions)*

MR. CHAIRMAN: Please take your seat, Shri Varkala Radhakrishnan. Your time is over.

SHRI VARKALA RADHAKRISHNAN: These are some of the prolems now facing the State. I hope the Railway Minister may have a sympathetic consideration and orders will be issued on that basis. I thank you for giving me an opportunity.

[Translation]

SHRI JOACHIM BAXLA (Alipurdwar): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak on Rail Budget. I would like to congratulate Ms. Mamata Banerjee on getting the honour of presenting the first rail budget of the millennium. She has tried to give right direction to the railway budget despite adverse circumstances. Therefore, the common people wish her success in implementing all the provisions of the rail budget and schemes that have been announced. The intentions of NDA Government not being good, I doubt the success of these schemes because they are paying more attention to privatisation. It is not clear as to how much financial assistance she would get for bringing the rail budget on the right track. Still, we have been able to divert her attention towards West Bengal, after a long time. If she could implement the schemes and projects announced by the Ministry of Railways in my area, especially North-Bengal which is known as the 'gateway of east", development of backward areas are sure to take place in true sense. Sikkim has also been included in the "North-Eastern Council" comprising seven states. If these states make progress, economic, industrial and social development of backward people will surely take place. We had a long pending demand for gauge-conversion of the New-Jalpaiguri-Alipurdwar metre-gauge line passing through Nowgaon. It was approved by the then Railway Minister Shri Ram Vilas Paswan, but implementation of this is her responsibility. I hope, she would succeed in giving it a concrete shape.

23.00 hrs.

I hope that the work will progress this year with the help of Rs. 80 crore provided in the budget, People of Kooch Bihar, Darjeeling and Jalpaiguri districts were aspiring for a new rail service-New Mainagudi, Chengra Banda-Jogighopa in that area. The hon. Minister patiently heard the demand of a New rail service via Toofanganj and accorded approval. I would like to thank her on behalf of people of all the three districts, although only Rs. 6 crore have been provided for this purpose for starting the work. I wish for timely completion of Rs. 733 crore project. I had also made a demand to pay attention towards inviting domestic as well as foreign tourists for Darjeeling-Himalayan train which has been declared as "world-heritage" by the UNESCO. The hon. Minister should look into it. She has also given approval to our demand of providing a new diesel engine. We had also requested for beautification of stations. I hope that she would pay attention to this aspect also. The Lohit Express is a weekly train from Guwahati to Jammu. I request that this train should be run thrice a week. The people from Bihar, North Bengal and Assam particularly those working in the tea industry, kilns and agriculture fields have been demanding for a rail service from Guwahati. I would like to request her to accord her approval to our demand of introduction of a new rail service from Assam to Chhotanagpur-Ranchi and implement the same during her tenure.

I would like to thank the hon. Minister for implementing some new projects in North Bengal and taking progressive steps. I would like to conclude my speech with good wishes of new millennium to her 16 lakh colleagues.

SHRI VIJAY KUMAR KHANDELWAL (Betul): Mr. Chairman, Sir, I rise to support the Railway Budget. The hon. Minister of Railways has taken a historical step by presenting this Budget in the new millennium. Despite economic crisis, she has tried to explain in the Budget that if one has will power, any work can be done. She implemented this formula on herself first. After assuming the office of Railway Minister she has shown through the Budget that Rs. eight hundred and fifty crore can be saved in comparison to the previous year by adopting austerity measures. This year freight charges have been

reduced but through passenger fare Rs. eight hundred and fifty crore have been increased. While presenting the Budget, she said that as long as she is not able to provide amenities to people, she was not prepared to increase fare. This Budget is "By the people, for the people and of the people". Efforts have been made through projects in the Budget that the funds will not be mobilised through freight or fare only, but provision has been made to mobilise Rs. 100 crore through non-conventional sources also. She also stated that an amount of Rs. 100 crore was very meagre and she would try to increase that amount to Rs. 1000 crore after discussion with HUDCO and other agencies and that amount would be spent on the development of railways. A provision of Rs. 11,000 crore has been made in this year's Budget which is 23 percent higher than the Previous year's Budget. In this Year's Budget 19 new trains have been introduced, frequency of trains have been increased and number of coaches have also been increased. In this Budget, passenger services have been increased by 52 per cent in comparison to previous year. Provisions have been made to provide computerisation facility at 80 other stations and declare 150 stations as model stations. Besides other facilities, internet service is also proposed to be provided.

These are my views regarding Budget. I would like to draw the attention of hon. Minister of Railways towards the problems of my Constituency. The purpose of introducing Mahamaya or Gondwana Express from Nagpur was that the passengers of Madhya Pradesh travelling by these trains reach Delhi in the morning and passengers travelling between Nagpur and Itarsi reach Bhopal at the right time. When the train leaves Nagpur, it halts at Katol, Narkher, Multai, Pandurana, Oanla, Betul but does not stop at Ghoradongri, though it is an important place having population of 1.5 lakh. There is a Municipality. People from U.P. and Bihar work there in coal mines. I have been drawing the attention of the august House towards if for the last three years. The Department of Railways always replies that it is not viable commercially and the speed of the train will also slow down at this place. When this train reaches Beena, it halts there almost for an hour. The two minute stoppage at this station will not only help to increase income of the railways, but also will be beneficial to about one and a half lakh people. I would like to draw your kind attention towards Cochin-Gorakhpur, Cochin-Barauni, Bangalore-Gorakhpur and Cochin-Indore train which is one train but runs on different days in different names. It does not halt at Ghoradongri station on the plea that it will take more time. From Nagpur to Betul it covers a distance of 190 kms. in 3 hours and from Betul to Itarsi it covers 97 kms. in 3 hours. The two minute halt of this train at Ghoradongri station does not waste the time. This train stops in the jungle. The people living in U.P. or working in Lucknow, Kanpur will be benefited by this train. The Mahanadi Express running between Bhopal and Bilaspur in Madya Pradesh should also be stopped at this station. This train runs in Madhya Pradesh only and stoppage of this train at Ghoradongri will not cause any inconvenience. I would like to assure you that it will help to increase revenue otherwise this stoppage could be cancelled. Every year income is increasing by about Rs. 20 lakh. Last year the income from this station was Rs. 1 crore. This year it is likely to be more than Rs. 1.25 crore. Besides this I would like make a mention of places of my area. Maximum number of stations come under my area. Therefore when I make a request it seems that I am making a demand in respect of 6-7 stations. The Madras-Jammu Tawi, Lcuknow-Chennai, Jaipur-Chennai and Tirupati-Varanasi Express must be provided a halt at Multai from where river Tapati originates.

MR. CHAIRMAN: Please conclude now.

SHRI VIJAY KUMAR KHANDELWAL: I am concluding in two minutes. Harda is a district headquarters. The Pawan Express on Itarasi-Mumbai route must be halted at this place. Kamayani Express from Varanasi to Mumbai via Sagar should also be provided a halt there. The Jhelum Express while coming from north halts at Timarni station but does not halt there on return journey. Its halt must be given there. Surat-Varanasi-Surat and Kurla-Mujaffarpur-Kurla Express should also be provided a halt at Khirkia station.

MR. CHAIRMAN: Shrimati Abha Mahto, Shrimati Sangeeta Singh Deo and Shri N. Venkatswamy are laying their speeches.

PROF. I.G. SANADI (Dharwad South): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. I welcome the new millennium budget presented by the lady Minister, Mamataji to the people of country. While presenting the budget Mamataji quoted Rabindra Nath Tagore— "I am undertaking my journey empty hands with hope in the heart". But Mamataji, yours hands are not empty, these are filled with strength and speed of railways. Railways is the back bone of the economy. When backbone is strong nothing wrong would happen. I want to quote a sanskrit shloka here—

"Aashanam Manushyana Kashchadaashcharya Shrinkhala,
Yaya Badhya Pradhavanti Yasthisattis Panguwat".

I would like to tell its menaing. Hope is the chain of surprise for human beings. Who is optimistic can make progress. Who is pessimistic is a handicap. You are optimistic and I believe that you will make progress. Who has self knowledge, self confidence and self control, he

[Prof. I.G. Sanadi]

can make progress without any hindrance. You are saying that you are alone but I would like to draw your attention towards a saying of Rabindra Nath Tagore. He said-Ekla Chalo Ray, Roshni Nahi To Roshni Ban Jao Ray.

Mamataji you have become a light. I like to draw your attention towards railway progress in Karnataka. There is some darkness in the area. Hubli-Dharwar is my area. There was a proposal to set up the South-Western zone there. Several Railway Ministers agreed to this proposal. The .Prime Minister Atal Bihariji was supposed to lay the foundation stone at Hubli. I do not know what was happened. He laid the foundation stone of Hubli-Anankola broadguage line. He is dreaming of making Bangalore the second capital of the country. South-Western Zone is also likely to be set up at Hubli. When Devegowdaji became the Prime Minister he hijacked it to Bangalore. But he made a promise to give a package of Rs. fifty crore for the hundred year old workshop so that manufacturing of wagons could be restarted there. Earlier 7000 people used to work there but it has now been reduced to 3500. Therefore, I would like to request you to revive this package.

Now, I would like to say something about some projects. An estimate of Rs. 992 crore had been made for the Hubli-Aankola project but only Rs. 9 crore have been provided. The on going projects like Bijapur-Gadag is pending for last 2 years. The BJP people have burnt this project otherwise it could have been completed by now. Only Rs. 10 crore have been givn for the Rs. 167 crore project. Only Rs. 2.9 crore have been given for the Kottur-Harihar project for which Rs. 157 crore are required. Had the Gulburga-Biddar project been completed, the distance between Bangalore to Delhi would have been reduced by 500 kms. But only Rs. 2 crore have been provided for it. Rs. 4 crore have been given for Munirabad-Mehboobnagar for which Rs. 410 crore were required. For Hasan-Bangalore project only Rs. 9 crore have been given in the place of Rs. 409 crore. Rs. 162 crore are required for double gauge conversion of Hospet-Gunktal line but only Rs. 11 crore have been given. The Chief Minister of Karnataka Shri S.M. Krishna, who used to be a Member of this House alongwith other MPs has submitted a proposal regarding Inter-Model, development. I want you to please pay attention towards problems of Karnataka in tihs regard and solve them.

Finally, you have quoted Swami Vivekanand that—"Give me such men and women who are true and selfless, then i will change the world." You are a woman who is true and selfless. You bring reforms in your Department alongwith the world. Provide timely train services, the people of the country will respect you and always remember you.

[English]

MR. CHAIRMAN: Shri Chhattarpal Singh is laying his speech on the Table.

*DR. N. VENKATASWAMY (Tirupati): Sir, thank you very much for having given me this opportunity to lay the speech on the Railway Budget in this august body.

Firstly, let me congratulate the hon. Minister of Railways for presenting a pleasant Railway Budget for the year 2000-2001. The hon. Minister is known for her concern for the welfare of the common people which is rightly reflected in this Budget. I once again congratulate the hon. Minister and commend the Budget with admiration.

Though her benevolence is shared by States in the form of new trains, new railway lies, doubling of lines etc., I am sorry to say that her generosity has not reached in full to the State of Andhra Pradesh in general and Rayalaseema in particular.

Sir, Rayalaseema in Andhra Pradesh is very very backward in every sector. There are no perennial rivers, no major irrigation projects and no major industries in that area. The people are entirely dependent on agriculture and the vagaries of monsoon which are regularly irregular. We have hard working people who are willing to sweat day and night. We have rich soil but no irrigational facilities. Nor do we have industries in the region though we have rich minerals and mines, like lime, granite etc., and commercial crops like groundnut, lemon, mangoes, oranges, plantain, grapes, mulberry, and valuable vegetable like tomatoes. In one word this region is rich in minerals, besides having many tourist spots. Agriculturists are incurring heavy losses for they are not able to send their produce to market for want of adequate transport facilities.

Sir, you are aware that for any development, adequate communication facilities are essential. For want of sufficient communication facilities, this region is still undeveloped. For over thirty thirty years, this region escaped the eye of the authorities of the Railways. Though some schemes were thought of some time back, no action was taken.

To connect this region to other Southern States, like Tamil Nadu, Kerala, Karnataka, the Tirupati-Katpadi gauge conversion was started in 1992-93. Ten years after the technical sanction was accorded, gauge conversion of Tirupati-Katpadi was conceived, not only connecting

*Speech laid on the Table of the House.

Rayalaseema area through Tirupati but also keeping in view the importance of temple town of Tirupati.

Tirupati, on abode of Lord Venkateswara, popularly known as Balaji in this part of the country, is one of the most sacred pilgrimage centre in India. Thousands of pilgrims visit this area to offer their prayers to Lord Venkateshwara. I am sure many of the hon. Members might have visited Tirupati and offered prayers to Lord Venkateshwara. I request the hon. Minister also to visit Tirupati to offer prayers to Lord Venkateshwara.

Tirupati-Katpadi conversion was started in 1992-93, but it is still in initial stages. I do not know when this decade-old scheme would be completed. The conversion schemes which were taken up later have already been completed. I can give you catalogue of schemes that have already been completed.

From 1992-93 onwards, allocations in the Budget were made every year, but no work seems to have been taken up. What happened to the monies allotted for this line? Evidently, this amount must have been diverted to somewhere else. In 1998-99, Rs. 30 crore were allotted and in 1999-2000, Rs. 20 crore were allotted. But last month G.M. of South Central Railway showed to the MPs that only Rs. 25.03 lakh have been spent up to January, 2000. What had happened to Rs. 50 crore? This year Rs. 12 crore have been allotted. At this rate, it would take another decade to complete this project. I would like to know from the hon. Minister when it is going to be completed.

This is a scheme relating to temple town of Lord Venkateswara. He waited for a long time. Before he gets angry and opens his eyes, the Railways should start the work and complete it. I beseech the hon. Minister to kindly see that adequate funds are allotted to this long over-due scheme and complete it before March, 2001. I would like to inform the hon. Minister that people of this region waited for a long time and their patience cannot be tested any longer. I hope the hon. Members of the House will join me in making this reasonable demand.

This request is not only because of it is connecting the Rayalaseema region to other Southern States, it is not only because it is one of the famous pilgrimage centres, but also because it earns crores of rupees to the Railways as it is a pilgrimage centre and also by increasing the flow of people to this town.

It is not only a pilgrimage centre but also a educational centre having three universities drawing students from neighbouring towns also.

Besides completing the conversion daily, the facilities in Tirupati Railway Station needs immediate improvement. The West Railway Station has to be developed as railway yard, so that trains can be moved to the yard and clear the track for in-coming trains. Doubling of lines between Renigunta and Tirupati should also be taken up early. Conversion of Dharmavaram line is also pending for a long time.

Another important scheme in Rayalaseema is the doubling of the Renigunta-Guntakal line. This is also a long-pending scheme. It was started in 1975 but it has not been completed so far. The distance is only 305 kms. So far only 115 kms. have been completed. At this rate, it will take another decade.

Completion of doubling of this line is very important for two reasons. One, it helps to develop industries in Cuddapah, Kurnool, Ananthapur and Bellary Districts where mines and minerals like lime, pyrites, granites etc., are available in plenty. Two, export of these minerals, like pyrites and granites, earns foreign exchange. Therefore, there is an imperative need to complete the doubling as early as possible.

Doubling of Gudur-Renigunta line is also pending. This has to be completed early. Doubling this line would help pilgrims who are coming from Orissa, West Bengal and North-East States to Tirupati. It would help not only the pilgrims, but it would also enable to transport large quantities of lemon to Calcutta daily. The people of West Bengal like lemons of Nellore and Chittoor districts.

There is another institute which needs the attention of the authorities. There is a coach repairing shop at Renigunta near Tirupati. It was established with the sanctioned strength of 200 units. Sufficient lands were purchased spending crores of rupees and machines were also purchased. Land is available, machine is available and man-power is also available. But there is no progress in the work. Only 84 units are allowed to function. The entire institute is besieged. Why was it planned for 200 units and necessary infrastructure was secured for the sanctioned strength, but not utilized? What went wrong with the planning? Is it not a national waste that purchasing infrastructure for 200 units and functioning only 84 units? Hundreds of acres of land were purchased. They promised to provide jobs to the children of the local people. This institute was to provide thousands of jobs to locals. So, the Government owes an explanation on the colossal national waste because of the careless planning.

I request the hon. Minister to visit this shop or depute her deputees; obtain the complete report; and see that the units are increased on instalment basis.

[Dr. N. Venkataswamy]

Coming to my last point, I would like to bring the following for the kind consideration of the hon. Minister. Sir, Bitragunta was once a centre of activities in Southern Railways. It is in-between Chennai and Vijayawada. It had its they days when steam engines were in vogue. Due to its strategic situation, it was once watching centre. It has 1300 acres of land. It has all the necessary facilities for making it a division, instead of Guntur. It is economically and administratively feasible. Instead of spending crores of rupees elsewhere, I request the hon. Minister to reconisder this issue again.

To sum up, I wish to impress upon the hon. Minister gauge conversion between Tirupati-Katpadi should be completed before March, 2001 and Dharmavaram to Pakala as early as possible.

Doubling of Guntakal-Renigunta line should be completed before this financial year.

Work the CRS to its full sanctioned strength and make the Bitragunta railway division.

*SHRIMATI SANGEETA KUMARI SINGH DEO (Bolangir): Mr. Chairman, Sir, I would like to congratulate the hon. Minister of Railways as well as the hon. Ministers of State for Railways for presenting a comprehensive Budget with a lot of innovative and interacting features.

I am grateful to the hon. Minister for not bringing about a hike in the passenger fare, for giving concession to freedom fighters, widows of 'Operation Vijay' in Kargil and free travel facility to students up to class X. Although there has been a marginal increase in freight charges, it is bearable.

The proposal to launch major initiatives to deploy information technology for making significant improvements in the customer interface area is truly revolutionary and commendable. However, I have to state with regret that Orissa has been neglected. No new train has been sanctioned to Orissa. I request the hon. Minister to provide a new train from Bubaneswar to Berhampur to Kalinga, via. Titlagarh.

Regarding Bolangir-Khurda railway line, though I am grateful for the budgetary allocation of Rs. 14.5 crore, I request you to increase it to at least ten percent of the project cost, which is Rs. 353.38 crore. There should also be a time frame within which the project should be completed. I also request that setting up of the Passenger Reservation System (PRS) at Bolangir Railway Station. I request them to inquire into the cancellation of the reservation quota of 12 berths for Bolangir in the Hirakud Express from Nizamuddin to Puri and to kindly have it restored. I further request them to make it daily instead of thrice a week.

At the risk of sounding repetitive, since I have requested the same things to be done in the last two Budgets, I would like to request that Titlagarh Railway Station should be developed as a major junction with a coaching terminal, construction of an over-bridge at Titlagarh Station, a rake unloading platform at Bolangir Station, introduction of a DMU train between Titlagarh and Rayagada, introduction of an Express Train between Sambalpur and Nagpur, via. Titlagarh to Bargarh/ Sambalpur, via Bolangir, extension of the train from Raipur to Titlagarh up to Bolangir, extension of Sambalpur-Nizamuddin Express up to Kautabanji Station, extension of Samaleswari Express to Raipur, via. Kantabanji.

The railway Ministry possesses about 600 acres of unutilised land in my district. I request the hon. Minister to kindly see that land is properly utilised and maintained or else, it may be returned to the persons who donated in to the Railways so that a proper railway infrastructure is developed.

In order to stop the mass exodus of local population from my constituency, it is imperative that massive work be taken up in Bolangir and Sonepur districts. The hon. Minister has been kind enough to upgrade some of the Railway Stations in the coastal districts of Orissa, keeping in view the ravages of the super cyclone. The aftermath of the super cyclone can be tackled by providing work. Under the dynamic leadership of Kumari Mamataji, I am sure the Railways will progress and prosper.

I thank you, Mr. Chairman, Sir, for giving me the opportunity to prticipate in the discussion on the Railway Budget for the year 2000-2001.

[Translation]

*SHRIMATI ABHA MAHTO (Jamshedpur): Mr. Chairman, Sir, for the first time in the history of India a woman Railway Minister has presented the new millenium's first Rail Budget for the year 2000-2001 and I welcome her. At the same time I would like to submit before the hon. Railway Minister, the long pending demands of the people of my constituency.

There has been a long pending demand to provide stoppage for Purshottam or Neelanchal Express trains at Ghatshila in my Parliamentary constituency. I urge the hon. Railway Minister who is herself a woman would consider the demands of the people of a constituency which is also being represented by a woman. Therefore,

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

I would like to say that a stoppage for Purshottam or Neelanchal express train may be provided at Ghatshila station. Third centenary of Khalsa panth has already been celebrated. On this auspicious occasion Puri-Amritsar Khalsa Swarn Jayanti Express train may be introduced.

New Delhi-Howrah-Bhuvneshwar Rajdhani Express should be diverted via Bhuvneshwar-Kharagpur-Tatanagar-Bokaro Steel city once in a week.

The departure time of Swarn Rekha Express train from Dhanbad Junction to Tatanagar be changed and it should start at 8.00 a.m. so that passenger coming from Delhi by Rajdhani Express may be able to go to Adra, Purulia and Tatanagar by Swaran Rekha Express.

Thousands of pilgrims visit Baidyanath Dham every day, therefore, to give facility to the pilgrims coming to this ancient place of pilgrimage, stoppage for Rajdhani Express at Jasidih Junction.

At the end praising the hon. Railway Minister I would like to urge upon her to provide a new express train between Tatanagar and Patna in the night as 3287 A and 3288 A Tata-Patna-Rourkela train has been extended upto Vilaspur in this budget as a result the passengers of Tatanagar will have to face lot of problems.

*SHRI CHHATTARPAL SINGH (Bulandshahar): I support the Rail Budget presented by the hon. Railway Minister Km. Mamata Banerjee. She deserves thanks for not imposing any additional tax burden on the people of the country. Passenger fare has been maintained at the level of the previous year. Only freight charges of some items have been increased. But there are some shortcomings in the railways going on from the past. In order to remove those shortcomings I would like to give some suggestions through this House to the Minister.

Train journey is becoming risky now-a-days. There is no security. Trains are getting detailed every now and then and the number of accidents are on the increase. Incidents of dacoity in the trains are increasing. I would like to suggest that more attention by paid on the maintenance of railway racks and Railway Protection Force should be streamlined and modern equipments should be used in the rail operations.

The condition of sanitation is very bad in the railway and particularly in the passenger trains. For days together bathrooms in the trains are not cleaned and the floor is not broomed. The condition of railway stations are even worse. Kanpur railway station is so dirty that it stinks. There is no sanitation facility on platforms. Blankets being provided in AC-II tier are found to be usually dirty. These things require special attention.

Corruption is prevailing in railway reservations and it was expected that the situation may improve under Mamtaji but the situation remains the same.

I would like to point out that the development of the Railways is not balance as in some areas there are lot of developments but some are overlooked. In this budget more attention has been paid on southern states, West Bengal and Punjab but Uttar Pradesh has been ignored.

Exaggerated claims of development are being made in regard to NCR but nothing has been done in this regard and a scheme has been formulated. If we want to reduce the traffic crowd on the roads of Delhi, rail traffic need to be increased in the NCR. All the big cities within 200 kms. from Delhi should be connected by the Railways so that the number of buses and cars could be reduced in Delhi.

Now, I come to the problems of my constituency. My constituency is about 70 kms. from here but there is no direct train connecting Bulandshahar and Delhi nor there is any Rajdhani train for Lucknow from Delhi.

For many a time I have demanded that train should be introduced. It should start from Khurja Junction at 6 o'clock in the morning and come to Delhi via Bulandshahar, Gulawathi and Hapur. The same train should return at six in the evening reaching Khurja Junction at 9.00 p.m. I have raised this issue in this House and at my personal level also but no one has paid attention to my demand.

Survey work on Chola-Bulandshahar has already been done but no work has so far been taken up. I demand that construction work on Chola-Bulandshahar be taken up at the earliest Electrification work from Khurja Junction to Saharanpur has already been sanctioned but the work has not yet started. On having asked Mamataji has conveyed in writing that the said rail route does not fall in the priority sector category.

This project should be completed at the earliest. If we have to go to Lucknow, we have to go either to Hapur which is 40 kms. from my district or we have to go to Khurja which is 28 kms. from my district. I, therefore, demand that two bogies from 6 kms. passenger train may be brought from Meerut and attached to Farakka Express at Khurja Junction and in the way back they

*Speech laid on the Table of the House.

[Shri Chhattarpal Singh]

brought back to Meerut from Khurja Junction by 1 k.m. In this way Hapur and Bulandshahar would linked to Patna and Lucknow.

I demand that another platform be constructed at Bulandshahar station as unloading of huge quantity fertilizer, wheat and sugar is being done on this station. I demand that level crossings at Bulandshahar-Khurja road be converted into lift-carrier. I hope that hon. Railway Minister would certainly pay attention to the development of Bulandshahar. I would wish that hon. Minister should give some assurance in regard to Bulandshahar in her reply.

[English]

SHRI ANANDRAO VITHOBA ADSUL (Buldana): Mr. Chairman, Sir, I am standing here to support the Railway Budget introduced by the Hon. Railway Minister, Kumari Mamata Banerjee, the first ever woman Railway Minister of India, presenting at the threshold of new millennium.

First of all, I sincerely wish to congratulate her for having given preference to safety and security. Not only that, she has provided 37 percent amount out of the Budget package for track renewals and 26 percent amount for signalling and telecom system. It shows her honesty, sincerity and involvement in her job. Her style of working shows transparency and capability, which she has provided in the last five months.

In this Budget, she has provided money for new lines, gauge conversion, doubling of routes, and for surveys of new lines.

She has tried to give justice to the remote areas which were not in the Railway map. We all know there is constraint of funds. She had constituted a Task Force for raising the fund, which has given some on-traditional sources of revenue like commercial utilisation of unutilised Railway lands and air space.

I will suggest one more source of raising fund, that is, to exploit a proven source of generating fund by way of subscribing Rail Bonds. The novel example of Konkan Railways is in front of us.

Based on my above submissions, I take this opportunity to draw the attention of the hon. Railway Minister, Kumari Mamata Banerjee to the long pending, Jalna-Shegaon, a 175 KM railway line proposal. It has been pending since 1926. It is in my constituency, Buldana which is a very backward district of Maharashtra State, where there is neither industrialisation nor irrigation. The result is there is absolutely no scope for employment.

The hon. Minister, in her speech, says rail line is the lifeline of the nation, which is very true. It is because I am also getting such an experience in my constituency. In my constituency, the people do not have a real life. Even after 52 years of Independence, there is no development. The survey was done thrice but unfortunately, our Railway Board has said it is economically not viable. The survey made by the English people in 1926 says this line is essential.

Here, I wish to draw the attention of the hon. Minister, Kumari Mamata Banerjee to the factual position the Jalna-Shegaon rail line connects Mumbai-Kolkotta Central line at Shegaon and Mumbai-Nanded South Central line at Jalna. This proposed railway line is connecting eight districts of Marathwada region and 10 districts of Vidharbha region in Maharashtra.

Firstly, crores of people will get lifeline and they will come into the national mainstream. Secondly, argro-based and other industries will grow and large employment opportunities will be generated. And, thirdly, the world miracle 'Lonar Salt Water Lake' which was orginated as a result of meteoric fall, is a place of internatinal tourist attraction. It will come in vision. It will be a source of development.

I am aware of the resource limitations. But at the same time, I cannot neglect the pressing demand of the people of my constituency and Marathwada and Vidharbha Regions.

Therefore, for materialising their long cherished dream, I urge upon the hon. Railway Minister to float the 'Rail Bonds' to the extent of Rs. 100 crore which I am confident would be an over-subscribed one as the Konkan Rail Bonds. This bond would help to implement the Shegaon-Jalna railway line. Thank you.

MR. CHAIRMAN: Dr. Ashok Patel, Shri Padam Sen Choudhury and Shri Chhattarpal Singh want to lay their speeches on the Table of the House.

SHRI P.C. THOMAS (Muvattupuzha): Sir, I hope that the Indian railways, which are one of the largest railways in the world, can be proud of the fact that it is playing a key role in the progress of India. I am very happy that a lot of homework has been done to present this Budget before this House and many innovative steps have been taken to raise funds without taxing the passengers. I think, it is a laudable step and this is a good initiative which is going to continue also.

A lot of new programmes have also been enunciated in the Budget. In fact, this is a Budget which has touched

almost several classes of people connected with the Railways-the senior citizens, the ladies, the workers, the Scheduled Castes, the Scheduled Tribes and the weaker sections. I think, this is a laudable step. But, I think, some people who are very much connected with the Railways have been left off. The porters are very much connected with Railways. I hope the hon. Minister will take note of this because in no budget, we find a mention of this class of people, who are really poor people, who actually hold heavy loads of the passengers and for that matter of the Indian Railways. I think, their plight is one thing which the Ministry should take serious note of. They do not get even fcilities for rest. They do not have rest rooms though in many stations the rules would say that they should be given rest rooms. They are not having any security of jobs. Many of the officials use them for their own jobs and for their own purposes. In fact, in many of the stations, they have to carry on with their heavy loads. So, I think, that is a class which has been forgotten in this Budget, not only in this Budget but in all the Budgets which have been presented before also.

Now, I do not want to go into the details, but I only would like to touch upon a few aspects concerning Kerala State. I think, many aspects have already been touched upon. So, I do not want to go into details. There is one general aspect which I would like to submit not only with regard to my State but with regard to all the States. While properties of people are taken over for construction of railway lines or for other works in connection with railways, at least those who are losing their houses should be specially considered and members of their families may be considered for jobs in the railways. I think that will be a very good consideration because they are losing their properties, their houses, their ancestral houses and their *parivar* which are very much emotionally connected to them. I think, that is one aspect which the Railways shuld take note of.

Now, as far as Kerala is concerned, I am happy that a new railway line to Sabarimala which was given in the earlier Budget has been taken up for construction. But in this Budget, not much amount has been given for this very important railway line. Only Rs. one crore has been allocated. Even in the last year's Budget, Rs. 5 crore was allocated. Now, this issue was brought to the notice of the Ministry of Railways and the hon. Minister of Railways. I am glad that the hon. Minister has given us an undertaking that as the work goes on, funds will not be a problem for this railway line. The necessary funds will be given for this railway line.

MR. CHAIRMAN: Shri Thomas, please conclude now. Your time is over.

SHRI P.C. THOMAS: I am concluding with a few more sentences, Sir.

As far as the undertaking or the assurance about giving a Resident Commissioner for Kerala is concerned, I think it is a very good step. As far as the works in Kerala are concerned, the more difficult situation is not only because money is not being given, but because the works which are taken up are not completed in time. So, we need some kind of officers who are connected with construction, especially a Chief Engineer's office for the implementation of all construction works. I hope, the Resident Commissioner will coordinate all these things, but a Chief Engineer's office is necessary....*(Interruptions)*

MR. CHAIRMAN: Mag. Gen. (Retd.) B.C. Khanduri wants to lay his speech on the Table. He may do so.

SHRI P.C. THOMAS: We have about five Deputy Chief Engineers now but no Chief Engineer. Just to get a sanction for a Chief Engineer (Works), the officials have to run to Chennai....*(Interruptions)*

MR. CHAIRMAN: Now I am calling Shri Basangouda Patil.

SHRI P.C. THOMAS: Sir, as far as the request for a Zone for our State is concerned, that is also very important and should be considered.

MR. CHAIRMAN: I have already called Shri Patil.

SHRI P.C. THOMAS: May I lay the rest of my speech on the Table of the House, Sir?

MR. CHAIRMAN: Yes, you can lay the rest of the speech on the Table.

SHRI P.C THOMAS: May I lay the whole speech, Sir?

MR. CHAIRMAN: Okay.

AN HON. MEMBER: You are getting an exceptional treatment.

SHRI P.C. THOMAS: Since I have made an oral speech and also I am laying a written speech on the Table, I hope both will be considered.

MR. CHAIRMAN: No problem.

*SHRI P.C. THOMAS (Muvattupuzha): I hope, the Indian Railways, which is one of the largest in the world can be proud of the fact that it plays a key role in the

*This part of the speech was laid on the Table of the House.

[Shri P.C. Thomas]

progress of India and that of millions of people therein. It is important to care more for this great asset of India. I request the Government to allocate more funds for this great organisation. The initiative of the hon. Minister of Railways to call an all-party meeting about two months ago has found success in this regard. A resolution has been passed requesting the Government to do so. I hope, the Government of India would allocate budgetary support.

The initiative of the Minister of Railways to concentrate on safety of passengers is laudable. This is being done by many developed countries like the UK and France.

The initiative to raise funds by innovative steps is also to be appreciated. This has been done without taxing the passengers. The freight increase imposed will cause a rise in the prices of articles. A professional marketing of Railways is necessary. If more funds are expended for this cause and the work is efficiently implemented, even the increase in the freight charges could have been avoided. Unless we market our Railways and make it more attractive, the competition from road traffic may not be successfully met with.

I am happy that the Budget has good offers to different classes of people, including employees. The service rendered by the staff and workers of the Railway organisation is indeed highly appreciable and worth recgnition. However, I am sorry that one class of poor people who carry heavy loads on their heads literally for the Railways and its passengers has been forgotten in the Budget. They are the railway porters. In fact, no Budget ever remembers them but I thought that Kumari Mamata Banerjee would be an exception. I am sure, the Minister will offer something for this poor class. They do not have rest rooms in all stations. They do not have medical facilities or educational facilities for their children or travel facilities for their families. They do not have a welfare fund, pension, insurance or security of job. They must be treated on par with the employees just as the canteen and other allied workers are treated.

I shall limit my speech to my State interests. The people of Kerala are to travel maximum and give the maximum share of their incomes to the Railways. But the treatment that they get from the Centre is always disappointing. This time also we were shocked to see that no new projects were given to us, no new trains have been provided to us and no new facilities have been extended to us. But our protest in the House did not go unheard. I am happy that the hon. Minister called a meeting of all Kerala MPs where she has offered that the works in the State will be expedited and to co-ordinate the works and to efficiently implement them a Resident Commissioner will be appointed at Trivandrum for Kerala. This is a welcome step. I hope, the hon. Minister will declare this officially in her reply and implement it without delay. I hope, the other assurances regarding expediting the work of Angamaly-Sabarimala railway line and the completion of other works including doubling, starting of new trains, etc. will also be officially announced and implemented. The doubling of the line from Ernakulam to Kayamkulam *via* Kottayam should be sanctioned and taken up without delay.

The new line Angamaly-Sabarimala should be extended from Erumely to Punalur and then to Trivandrum. upto Punalur, the survey was completed and the work on the Angamaly-Sabarimala line was taken up as a Phase-I project. There is no reason why it should not be extended to Punalur where it will touch the Quilon-Madurai line.

There is no railway industry in Kerala. The Government should grant a railway coach factory or any other similar industry in Kerala.

Kerala has offered many sportspersons to India through the Railways. A sports complex of the Railways should be put up in Kerala.

A new rail line to Mysore from Wayanad district should be granted. A survey has already been done. The line should be taken up for construction.

The work on electrification of the Ernakulam-Trivandrum line should be sanctioned.

A zone should be formed with Ernakulam as headquarters. Kerala lacks adequate railway infrastructure and facilties for speedy implementation of works. If a zone is statrted for Kerala, the railway investment and functioning can be much more efffective and efficient.

An office of the Chief Engineer (Constructions) is also lacking in Kerala. Unless such an office is started, the works being taken up under the existing four Deputy Chief Engineers cannot be expedited. It is a fact that the funds allocated in the previous years for various works were not utilised fully.

The people of Kerala live in all parts of India in thousands and lakhs. Hence there is an urgent need for more trains to Kerala. Hence the following trains should be sanctioned:

Cochin-Jaipur (*via* Konkan)
Trivandrum-Bangalore
Trivandrum-Chennai
Palghat-Goa (*via* Konkan)

I hope, the Ministry will also take up the long existing complaint that the coaches in trains to Kerala are old and dilapidated.

The State of Kerala has only less than half of the national average of per capita railway line in India. Hence the clamour for more lines and facilities for Kerala is not at all unjustified.

[Translation]

*SHRI PADAM SEN CHOUDHARY (Bahraich): Hon. Chairman, Sir, our sister Mamata ji has presented a very good railway budget in 21st century for the year 2000-2001 and provided rebate in travel fare to the families of Kargil martyrs and she has not increased the freight rates for essential commodities and thus shw has improved the image of the Government. As Railway Minister Mamata ji has shown her ability. A new train is being introduced from Lucknow to Bhopal and Balia and elctrification of Delhi to Delhi to Kanpur route is being extended upto Lucknow and Barabanki and it would be completed during your tenure. The work of laying double line from Gonda to Jakhal Road is likely to be completed soon. But the border districts adjoining Nepal namely Gonda, Balrampur, Shravasti, Behraich, Lakhimpur, Pilibhit have metre/gauge line on which trains of North-East Railway run. These districts have vast spread of forests full of Sheesham, Sal, Sagaun, Jo trees etc.

MPs of this area have been demanding since 6th Lok Sabha when hon. Madhu Dandwate was in the Government. Today after 23 years, we have 13th Lok Sabha but this metre gauge line has not been converted into broad gauge. This work was included in 1997-98's supplementary budget with this condition that after obtaining necessary clearance work would start and a scheme was formulated to link Bahraich-Sitapur and Lucknow with Gonda. An amount of Rs. 48 crores was estimated for gague conversion of 62 kms. line between Gonda and Behraich but this budget has ignored this scheme.

I request the Rialway Minister if Gonda is linked with Mailani then passengers would easily reach Delhi and heavy rush in Vaishali express would also decrease. I have these suggestions. The department would incur minimum expenditure on linking Behraich to Jakhal Road Station by converting Gonda-Behraich metre gauge into broad gauge and saving would be made in the expenditure on the bridges over Ghagra and Saryu rivers and fertilizers, salt, diesel, steel etc. commodies would easily reach district Behraich and thus on the one hand this district will have industrial development and at the same time the department would also earn more income. An overbridge should be constructed at Safedabad railway crossing situated in Barabanki district between Lucknow-Behraich so that vehicles help up in traffic jam for hours reach their destinations easily.

Gokul Express running from Gonda to Mainali under North East Railway should have stoppage at Bichhiya station because it has Central State Farm of Government of India employing persons from various states who face great inconvenience in the absence of stoppage of Gokul Express at Bichhiya.

*DR. ASHOK PATEL (Fatehpur): First of all, I am grateful to hon. Chairman for giving me opportunity to speak on Parliament on Railway Budget. Hon. Chairman, Sir, through you, I congratulate Railway Minister who has presented a balanced railway budget without increasing passenger fare according top priority to the interests o common people when country is facing adverse economic conditions.

Hon. Chairman, Sir, through you, I want to draw the attention of Railway Minister towards the decreasing percentage of railway in freight, it is only 40% at present. Keeping in view the vast network and capacity of Railway it is quite iess. Although a target of 50% has been fixed for the next season yet it should be at least 60% keeping in view the present scenario. In this context I would also say that unless a detailed study and consultation is conducted and this work is done in a planned manner, achieving target of 50 or 60% would not be possible.

In this context, through the hon. Chairman, I would request to the Railway Minister that a survey of probable customers of railway freight (traffic) should be conducted to ascertain the causes due to which customers use other means of transport for freight and not railways. After this survey the facts collected should be used, a scheme should be implemented to increase the customers of railway freight traffic, besides this, other sources should also be identified so as to increase the income of the ratio as well as Railway.

In, the end through Hon. Chairman I want to submit certains suggestions about my Parliamentary constituency to the Railway Minister. An overbrige sanctioned for level crossing No. C. 50/T3 during the budget session of 1999-2000 should be immediately taken up and completed because all the fromalities for this birdge have been completed. Similarly proposals should be cleared for constructing overbridges at Mughal Road level crossing on Bindki Road Station and Kishanpur Road level crossing on Khaga Station. In view of the long pending demand of computerized reservation centre at Fatehpur, immediate action should be taken to start computerized reservation

*Speech laid on the Table of the House.

*Speech laid on the Table of the House.

[Dr. Ashok Patel]

facility at Fatehpur and a fast shuttle train service should be started between Kanpur and Allahabad so that employees commuting daily are benefited. Some super fast train such as 4163/4164 Sangam Express and 5003/5004 Chauri Chora Express should have stoppage at Bindki Road Station and 2801/2802 Purshottam Express, 4555/4556 Brahmaputra Express and 2307/2308, Howrah Jodhpur Express should have stoppage at Fatehpur station. In this context it is worthy to be mentioned that earlier a train used to go to Jodhpur, Rajasthan but later on its route was changed. Threfore it is very essential to provide stoppage of Jodhpur Howrah Express at Fatehpur giving priority to convenience of masses.

In the end I thank hon. Chairman and thank hon. Railway Minister and Members of the House.

*MAJOR GENERAL (RETD.) B.C. KHANDURI (Garhwal): I express my gratitude to the hon. Railway Minister on behalf of my Parliamentary constituency and the whole Garhwal Mandal for recent introduction of a weekly train from Dehradun to Dwarika. This steps would link this area with South India and at the same time two important religious places Haridwar and Dwarka would be linked.

I want assistance and approval of hon. Minister for the following points related with my Parliamentary constituency: Train facility of Inter city type between Dehradun and Delhi:- Such new rain should be introduced, it should start from Dehradun in the morning and go to Delhi and come back to Dehradun from Delhi and most of them want to return in the evening after doing their work during the day. Among the present trains for Delhi no train starts from Dehradun in the morning. So a fast Intercity type train is very essential. A direct train service between Kotdwar and Delhi:- I have been requesting for such rain for the last 8 years. But the Minister says that a separate train is not needed because presently Mussorie Express has many coaches for Kotdwar. I want to inform the Minister that passengers in larger number travel between Kotdwar and Delhi and presently there is no convenient rail travel on this line so they come to Delhi by bus and taxis. I strongly urge upon the Railway Minister to introduce a fast train from Kotdwar to Delhi which could reach Delhi in 4-5 hours.

PROVISION OF HALT OF TRAINS AT NAJIBABAD: Najibabad junction is an important railway station of the whole of Garhwal region and large number of army personnel from North and East India reach Garhwal via this station. This is also an important station to reach. Garhwal Rifle regiment's headquarters at Lansdown. However, most of the trains do not halt at this station. Hence, I urge that all the mail and express trains passing through Najibabad junction be provided a halt at this station.

DELHI-RAMNAGAR TRAIN SERVICE: There is a need to introduce a direct train between Delhi and Ramnagar. I have already written to you in this connections.

COMPUTERISED RESERVATION FACILITY: There is only one computerised reservation centre situated at one plae (Kotwar) in the whole of my parliamentary constituency comprising of three hilly districts. Due to geographical conditions, there is not a wide network of roads and one has to travel to Kotdwar or Dehradun for rail reservation. I, therefore, request that computerised reservation facility should be made available immediately at Sri Nagar (Garhwal) and Gopeshwar (Chamoli).

RAIL OUT AGENCY: A few rail out agencies have been set up by railway in my constituency which are run by Garhwal Mandal Vikas Nigam. I demand that such agencies should be set up at Gopeshwar in district Chamoli and at Kamprayag and Rudraprayag in district Rudraprayag). If railway has any difficulty in running these agencies, these should be entrusted to Garhwal Mandal and Municipal Committee, Gopeshwar. *While speaking on the Railway budget, I felicitate Madam Mamataji for presenting a historical budget of the new century.

*SHRI BASANGOUDA R. PATIL (Yatnal) (Bijapur): Mr. Chairman Sir, I wish to speak in Kannada as this is my first speech in this august House.

Railways play a vital role in the economy and progress of our country. Railways are the main source to link far flung areas of our large country.

Miss Mamata Banerjee is a dynamic and ambitious Minister. She has presented a historical Railway Budget for the year 2000-2001. There is no increase in the fare and all sections of passengers are happy. Unfortunately, my friends sitting on the opposite side are jealous. They do not want people of this country to praise our young and dashing Minister Mamataji. That is the reason they created so many hurdles to stall the proceedings of this House for the last two weeks. They cannot tolerate the good work done by the NDA Government. That is why we are discussing this Railway Budget at this late hour.

30 percent of the rail lines have been added after our independence. The Centre has allocated 15,000 crores of rupees for the construction of national highways and to link north with south and east with west. I feel, instead

*Speech laid on the Table of the House.

*Translation of the speech originally delivered in Kannad.

of allocating such a huge amount for national highways, it is better to invest more in the construction of new railway lines and gauge conversion. By doing this, protection of environment (forests, plantations, etc.) will get a big boost. I therefore urge upon our Hon'ble Prime Minister Shri Atal Bihari Vajpayee to allocate more funds for laying new railway lines.

My Colleague Prof. Sanadi was mentioning about the gauge conversion of Bijapur-Sollapur-Gadag rail line. This is a very vital railway line in Northern Kanrakata and this has to be completed as early as possible. In fact, I have held a number of agitations in Bijapur and around protesting against the inordinate delay in converting this Bijapur-Gadag line. This I did just before becoming a Member of Parliament. There was an instance of burning the train also. I therefore request our Hon'ble Minister Mamataji to complete this work without any further delay.

Gole Gumbaz of Bijapur is a world famous construction like Taj Mahal in Uttar Pradesh. Thousands of tourists from all parts of the country and from abroad are visiting Bijapur every day. Moreover, Northern Karnataka is a very backward area in the State of Karnataka. The estimated expenditure for the Bijapur-Sollapur-Gadag line conversion is about Rs. 133.68 crores. So far only Rs. 10 crore has been allocated. This is not at all sufficient. My humble request to the Centre is to release at least Rs. 50 crores for the year 2000-2001.

There is one more important religious place in that area. Sahashra Phani Jain Mandir is attracting pilgrims from all over the country. Hence, the urgency to complete the conversion work of Bijapur-Sollapur-Gadag line. As my senior friend Shri Sanadi has explained earlier there is inordinate delay in the completion of Hubli-Ankola railway line also. Sea Bird which is a very important defence centre is located here. Therefore, construction of the above mentioned railway line must be completed at the earliest.

I hope and trust that our revolutionary Railway Minister Miss Mamataji will take all my points seriously and do justice to the people of Karnataka by completing all the pending projects of railways.

[Translation]

*Mr. Speaker, Sir, railways is such a means of transportation by which both the poor as well as the rich people are equally benefited. I urge upon the hon. Atal Bihari Vajpayee to allocate more and more funds for the railways.

After inedpendence, only 30 percent growth of has been registered in the railway network. This is quite negligible.

I urge upon Madam Mamataji to connect all the district centres by railways and we should resolve to strengthen our railway network. With that we can provide more facilities at lesser expenses instead of, spending crores of rupees at other surface transport means, we should provide more funds for railways.

I would like to refer to some important points in regard to my own constituency. As Madam Mamataji is well aware that the gauge conversion work on Solapur Gadag section is an important project in North Karnataka. It has not yet been completed. There are four district centres on Solapur-Garbag railway line i.e., Solapur, Bijapur, Bagalkot and Garhag which is an important cultural centre of historical significance. For the allround development of the state broad gauge line is very much required at this segment. I find from railway budget that only 10 crore rupees have been earmarked for this purpose. I request that at least Rs. 50 crore should be provided for this work in this year's budget.

So far, the work relating to broadguage conversion between solapur and Bijapur has been completed. But the trains running on this line are found jam packed for the last one half year. I therefore, request Madam Mamataji to introduce a new train from Bijapur. I also request her to start a new train either from Bijapur to Mumbai or from Bijapur to Delhi. There is one more important suggestion regarding the construction of a new rail line. Survey regarding laying a new rail line from Alamtio Yadgir has already been conducted. However, due to improper survey, ROR is quite inadequate. That is what I have heard. That is why this line has been linked. I, therefore, request to conduct a fresh survey because it is an important region from the point of industries and agriculture. An announcement with regard this line may kindly be made in the next budget.

Only a very small amount has been allocated for Gulbarga-Bidar rail line. I request to allocate more funds for the same. Similarly the funds earmarked for Hubli-Ankota rail line is also quite inadequate. I request to enhance the amount of allocation for this line.

Lastly the matter regarding setting up a railway zone at Hubli is pending with High Court. I hope it would be cleared at the earliest. I would like to conclude my speech with the thanks for providing me an opportunity to speak on the railway budget.

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*Speech laid on the Table of the House.

SHRI BHAN SINGH BHAURA (Bhatinda): Mr. Charman, Sir, the Railway budget for 2000-2001 has been widely applauded. I think Madam Minister must be extremely happy like the earlier Railway Ministers Paswanji and Nitish Kumar because they had in their minds the Chief Ministers post when they presented their railway budgets. Perhaps the same thing must have been there in her mind when she presented her all India Bengal budget. Likewise, the Congress people are praising this budget with the intention that they might come to power again. However, in this budget, Punjab has been totally ignored because no new train or new rail line has been announced for Punjab. Sanction had been granted for Chandigarh-Ludhiana line and it had been even inaugurated. 13 kms. long Shambhu-Lahru rail line has been sanctioned but no further action has been taken in the matter.

KUMARI MAMATA BANERJEE: The work on Chandigarh-Ludhiana line has been started with an amount of Rs. 22 crore.

SHRI BHAN SINGH BHAURA: If that stretch of 13 km. is constructed. The whole of Punjab would be linked. But as far as administrative machinery is concerned, a number of accidents are taking place frequently.

The Minister should take note of it. So far as the catering in railways is concerned, there is a loot in it as they charge Rs. 3/- for a small quantity of tea. Other items too are costly. The Government must pay attention to it and do away with the contractors.

I thank the Minister of Railways that Rajpur-Bhatinda line has been doubled. Likewise, Jhakhal-Bhatinda rail line should be doubled. There are only four trains for eight to ten hours during the day time. I request and restart the demand of people that Ferozpur which is situated along the Pakistan border should be linked with Fazilka and Abohar and at least one Shatabdi Express should be introduced between Delhi to Firojpur of Ganganagar. It should benefit people.

Munshiji had referred to an issue relating to the Railway Board. The Railway Board should be abolished. It is an obstacle in your administrative machinery. It is not at all required except the fact that the Minister uses it to get his people recruited in the railways. The rules of the Government are not applicable there. The Government appoints their people in it and for that matter corporations are constituted by the Government because people can be recruited there at a salary of Rs. 2000/- to 10000/- in such corporations, while in other departments, you cannot appoint even a peon.

Sir, there is a place Damdma Saheb where Guru Govind Singh had a rail link shall have to be provided once stayed. If this place is to be linked with Ludhiana, between Bhujova and Kot Tomar via Bhatinda by pass. There is a level crossing there. I have wirtten that if that it is constructed, then a distance of 40 kms can be saved to reach Damdama Saheb. Hence, I request you to construct it.

Bhatinda is a major railway station but it is not properly managed. It is a very o'd station. There is no provision of issuing reservation chit there. It should be improved. I request you to take care of Punjab, particularly the backward districts of that state. The people in general would be greatly benefited. My request for the construction of overbridges in that state may kindly be acceded to. I have wirtten in this regard. I hope that the Government would take note of my suggestion and demand which would benefit the common men.

[Translation]

*DR. (SHRIMATI) SUDHA YADAV (Mahendragarh): I express my thanks for giving me this opportunity. The Rail Budget presented by the first woman Railway Minister is worth praising. It is for the first time that many facilities have been provided without effecting any increase in the railway fare.

I express my gratitude to the hon. Railway Minister for having provided facilities to the freedom fighters in the 50th anniversary of the Constitution of India and the widows of martyr soldiers of Kargil conflict despite financial constraints.

In this budget, a number of facilities provided to the passengers like medical facility, expansion of computerized reservation and improvement in catering services are worth praising. This budget is based on the principle of 'by the people and for the people'. A number of constructive steps have been taken to bring overall improvement in the working of the railways and such a budget has been presented which would give relief to the common people but Haryana has been completely neglected. This state has remained neglected in the past also. I would like to draw the attention of the hon. Minister towards some of the major problems. Haryana is an adjoining state of Delhi and thousands of people go to Delhi everyday to earn their livelihood. I want to draw her attention towards daily commuters and many problems of my constituency. I have already met her in this regard. But I do not know why our problems are not being taken care of.

Rewari was the biggest junction in Asia on the metre guage line but its condition has become miserable after

*Speech laid on the Table of the House.

this route was converted into broad gauge. There is no train on this route for daily commuters. Therefore, a DMV be provided between Rewari and Delhi. There is no train between Rewari-Chandigarh. Therefore, the 'Ekta express' which terminates at Bhiwani be extended upto Rewari so that this area could be linked to the capital of the state.

An overbridge be constructed on Rewari-Narnaul Road so that trade activities between Haryana and Rajasthan could go on smoothly.

By laying a rail line between Rewari and Rohtak, burden on trains going to Gujarat via Punjab could be reduced. The broad gauge rail line between Rewari and Delhi be doubled.

I hope that these demands would be taken care of and included in the budget and oblige the people of Haryana.

[English]

SHRI KHARABELA SWAIN (Balasore): Sir, I rise to support the Railway Budget presented by Mamata *didi*. I support it becaues she has prepared it in a very trying situation. I would rather say that it is totally paradoxical. Most of the Members in this House, cutting across party lines, from the Treasury Benches and from the Opposition benches are very happy that.

[Translation]

The common man has not been burdened. They are very sorry that there has been no budgetary provision in appreciable limit for the Railways. They are very unhappy that adequate amount of money has not been provided for the railway line passing through their constituencies.

I do not know how both the things can be done together. Passenger fare should not be increased, but there should be railway line everywhere! The hon. Chief Whip of the Congress Party said that every underdeveloped village should be connected with a railway line. I do not know how both the things could be done together. Nobody will pay anything, but everything should be done! I do not support this very idea of subsidising everything. The railway user must pay for the services that he is getting.

I was talking to Mamata *didi* three or four days before. She said that had she increased the fare, she would have got Rs. 400 crore in revenue. It means, the loss in revenue earnings in Rs. 400 crore. Just two years before, the entire outlay for the construction of new railway lines all over India was only Rs. 396 crore. From that point of view, Rs. 400 crore is a very big amount. If required, the Railway Minister should not desist from increasing the passenger fare, which is the lowest in the world. For the services that we are providing, it is the lowest.

The Government of India is saying that whenever they are providing budgetary support at the rate of seven percent to the Railways, still there is a hidden subsidy involved in it-they are borrowing money at the rate of 12 percent, but giving it to the Railways at the rate of seven percent. Thus, they say that there is an in-built system through which five percent subsidy is given.

Sir, Railways should not be allowed to die because of shortage of funds. I do not know if there is any other system of borrowing. The Railway Finance Corporation is borrowing money at the rate of 16 percent 22 percent, which is very high. Where from do you get the resources? The resources will have to be mobilised, if the railway lines have to be laid everywhere.

Now, Sir, I will mention two or three points The question is, how to imporve the railway system? To improve the railway system, we will have to improve the freight traffic system. Firstly, the running of goods trains between two specific pairs of nodal points at advertised schedules should be encouraged.

Secondly, the support to the Container Corporation of India will have to be total. They should be given enough encouragement because the Container Corporation of India is doing a yeoman service to the Railways but providing them with adequate resources and competing with the roadways sector, which is snatching away the freight traffic from the railways to the roadways. Thirdly, there is a major dent in the area of terminal management. You do not know in which station a rake of goods is lying for weeks or even for months; you do not know on what date it will reach its destination. At the time of Orissa cyclone, rake-loads of relief materials were sent from Delhi, which reached Bhubaneshwar, Orissa, after about 15 days or 20 days. We tried to locate it here, at Calcutta and at Mughalsarai, but they were not to be found; nobody knew the details of this train.

If this sort of a terminal management exists, then will anybody be willing to send his goods through the Railways? This is what is happening; maybe, sometimes, the roadways is costlier, but at least there is surety that the goods will reach their destination within a specified period. But that is not the case with the Railways. That is why, the Raiways is losing its freight traffic.

[Shri Kharabela Swain]

Fourthly, you have to increase the average speed of a goods train. The average speed of a goods train is very low in India. I will just give you the details. The per tonne per kilometre percentage is 0.32, which is the lowest in the world, and it should be increased to 0.50 percent.

Sir, it is a question of finance and we require funding investment. I will mention two or three points with regard to funding investment. First is the commercial exploitation of non-performing assets of the Railways.

That should be adhered to. There should be development on commercial basis of communication channels through private enterpreneurs. The Railways are having enough communication channels and those are as good as any other communication network in India. That should be commercialised.

MR. CHAIRMAN: Please conclude now.

SHRI KHARABELA SWAIN: Sir, now I would like to mention about travel activities through the corporatisation route.

Secondly, I would like to mention about the peripheral role of the Railways. I just do not know, why the Railways should have a Catering Corporation. Why should the Railways have activities in hotel business, manufacturing facilities, repair facilities, medical, real estate business and such other things?

MR. CHAIRMAN: Shri Swain, please conclude now.

SHRI KHARABELA SWAIN: Sir, please give me some time. I am not talking nonsense. I am not talking about my constituency. I am not requesting her to allot a train for my constituency.

MR. CHAIRMAN: But time is limited. You have already spoken for more than five minutes.

SHRI KHARABELA SWAIN: So, I would like to suggest that the peripheral activities should be left to the Corporations and things like the Catering Corporation of the Railways should be totally privatised. It is because it is not the job of the Railways.

Sir, there should be some structural changes. It is because Shri Dasmunsi and many other hon. Members mentioned that the Railways Board should be shelved. I do not know why the Railway Board should be shelved. They say that the Railway Board is a legacy of the Britishers. Yes, it is. But then, this House itself is a legacy of the Britishers; every Ministry, for the matter, is a legacy of the Britishers. But does that mean that we should shelve all these things? Maybe, something has gone wrong somewhere. If there is anything wrong anywhere, then we may re-structure it. But shelving it, I do not understand, is not a practical solution.

Sir, I would just like to say to things about the functioning of the Railway Board. Firstly, the Railway Board looks after the day to day operations of the Railways and secondly, they chalk out the future policy. Now, this should be separated. They could have something like a Chief Executive (Operations) just like it is there in the British Railways, where he would be responsible for looking into the day to day activities of the Railways and the long-term policies of the Railways should be looked after by the Members of the Railway Board.

Sir, finally, I would like to make a point about the Station Managers and the Area Managers. They should be given more powers so that they would have total control of the Railway operations and the employees of that particular Railway sector should treat their Area Managers and the Station Managers as their leaders. They would be working under their guidance. One man command would also help the passengers as well.

Sir, finally, I would like to make an appeal to the hon. Railway Minister. I have already spoken to her in this regard, about the Rupsa-Bangriposi railway line. Last year Rs. 14 crore was allocated for this line. This year the hon. Minister has allocated Rs. One crore. I have already spoken to her and she has agreed to my request and I believe, she would do what she has promised to do.

Sir, with these words, I conclude my speech.

[Translation]

*PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, I support the first rail budget of the new millennium presented by hon. Mamataji. Mamataji is a striving, courageous and sensitive woman. We have a lot of expectations of a development in the railways. Mamataji deserves thanks for not effecting any hike in passenger fare despite a lots of problems, difficut situations and financial constraints. She has set a record by checking extravagance and saved Rs. 850 crore by adopting austerity measures. A new action plan has been formulated for railway safety and security and passenger amenities and a new special force has been created. Thus, with a constant endeavour she remains whole heartedly committed. May she be successful in her mission. I would like to remind her:

"Hum chale the akele-janibe manzil ki ore
Karvan badhta gaya-kafila judta gaya."

Mamataji should not lose heart. One has to face odd situations during every revolutionary change.

"Talashe yaar mein jo thokerein khaya nahin karte,
Manzile maksood ko wo pahuncha nahi karte."

I express my thanks for providing funds for linking Ajmer and Pushkar by rail in this budget. I heartily welcome the announcement made in regard to introduction of new trains connecting Bangalore with Jodhpur and Ajmer and from Dwarka to Okha and between Ahmedabad-Ajmer-Jaipur-Haridwar, she and her Ministry deserves felicitations for this.

Ajmer is an internationally famous city of historic, religious, cultural, educational and archaeological importance. It is the very heart of Rajasthan, the place of work of freedom fighters and city of communal harmony. In this city and at Pushkar, lacs of Hindus and Muslims come to visit the Dargah Sharief and take bath in Pushkar. Therefore, a big Yatri Niwas be built on the surplus land of the railway lying unused in Ajmer.

I want to draw your attention towards the important railway needs of Ajmer and Rajasthan.

Ajmer-Bhilwara-Chittor-Udaipur metre gauge railway line has been approved in principle for conversion but funds provided for this work in this budget is very meagre. Therefore, more funds be provided for gauge conversions of this rail line.

Prior to gauge conversion, there were more number of trains on Delhi-Jaipur-Ajmer-Ahmedabad line. But the services of the trains like 'Jayanti' 'Janata', 'Delhi-Ahmedabad express', 'Ajmedabad-Agra fort,' Delhi-Ajmer, Mehsana-Ajmer-Delhi have been cancelled. As a result thereof, the passengers are facing lots of problems. Therefore, the trains which were previously in service should be replaced by broad gauge trains.

Bandikui-Agra fort metre-gauge line should be converted into broad gauge without delay on a war-footing so that Ahmedabad-Ajmer-Jaipur-Agrafort train could be run soon. At present, there is no direct train between Ajmer and Uttar Pradesh. Rewari-Reengus-Fulera metre gauge should be converted into broad gauge soon. Lakhs of Rajasthanis reside in Hyderabad, Secunderabad and other places in Andhra Pradesh and lakhs of 'Zairines' from Andhra Pradesh visit Ajmer to pay 'Aquidat' at 'Dargah Sahrif'. Earlier 'Meenakshi Express' used to run on Kachiguda-Ajmer metre guage line from Kachiguda-Ajmer to Jaipur but since 60-70 kms. stretch on this line from Purna to Mudkhed has been converted into broad gauge, particularly women and children passenger undertaking to and fro journeys have to face a lot of difficulties because they have to board the train and detrain at two places. Therefore, a direct train should be introduced from Secunderbad to Ajmer via Vadi-Gulbarga-Solapur-Pune-Kalyan-Birar-Surat-Baroda-Ahmedabad-Mehsana-Aburoad-Sirohi-Falna-Rani-Marwad junction-Sejat road and Beawar without any delay. This train will be beneficial to millions of passengers and will also be profitable.

Since long distance trains from Delhi to Ahmedabad via Ajmer have been introduced on broadgauge, poor people residing in nearby rural areas, service class people and daily wage earners travelling between Ajmer and Jaipur face a lot of difficulties. Therefore, DMU trains should be run two or three times a day between these two cities for their convenience so that they could reach in time in the morning and evening.

Passenger trains between Delhi-Ajmer and Mehsana-Ajmer-Delhi having stoppage at every station should be introduced on broadguage for the convenience of millions of rural passengers. Shatabdi Express presently running between Delhi and Ajmer via Jaipur should also be run on Sunday. Saturday and Sunday being holidays, tourists can come to Ajmer to see Pushkar and Ajmer Dargah and go back and guardians can take care of their wards studying in Mayo college. In one day's off is necessary for Shatabi it may not be run on Wednesday. Ajmer-Bandra (Mumbai) express has been very useful. It is always full to its capacity and is profit making. Therefore, it should be regularised and daily. In the name of Holiday

*Speech laid on the Table of the House.

[Prof. Rasa Singh Rawat]

express and by increasing frequency of days, it is being discontinued which is not proper. Dwarka-Okha-Ahmedabad-Ajmer-Jaipur-Haridwar train should be run thrice a week. Bareilly-Delhi-Ajmer-Gandhidham train should be regularised and run daily. One first AC coach should be attached to mail train running on broad gauge between Delhi and Ahmedabad via Jaipur and Ajmer. Due to non-availability of air service between Delhi and Ajmer, Bangladeshis and other foreign tourists travel by Delhi-Ahmedabad mail and prefer first AC. A huge 'Yatri Niwas' should be constructed on empty railway land for millions of passengers coming to Ajmer. The Chennai-Jaipur train should be extended upto Ajmer. Manufacturing of coaches in Loco and carriage workshop located at Ajmer should be increased as per the needs of a broad gauge and capacity of this workshop and the number of workers should also be increased. A stadium as per the statnderd of All India Sports Competitions should be constructed at sports field of Loco-carraige in Ajmer and all the resources required should be made available to it. Modern facilities should be expanded at Railway hospital Ajmer. Required improvement in the residential set up of railway colonies at Ajmer should be carried out soon. Expansion of infrastructural facilities required for trains at Ajmer station should be done. The RPF should be declared a para-military force. Platforms of Beawar, Kishangarh and other stations of broad gauge should be expanded. Basic amenities should be made available at all the stations. If UP Zonal Headquarters proposed to be set up at Jaipur, had been set up at railway city Ajmer, there would have been no problem since plenty of railway land is available free of cost in Ajmer. A train from Ajmer to Bikaner *via* Fulera, Reengus and Ganganagar should be introduced on metregauge line and an intercity express should also be introduced between Ajmer and Kota. Surveys should be conducted for laying new railway lines from Ajmer to Kota via Nasirabad, Kekadi, Devali and Bundi and Kishangarh to Makrana via Rupangarh and Parbatsar. After conducting survey for laying a new railway line between Doongarpur and Ratlam via Banswara, necessary budget provision should be made for the same. I hope that the hon. Minister would oblige me by accepting my demands.

[English]

SHRI P.H. PANDIYAN (Tirunelveli): Mr. Chairman, Sir, thank you very much for giving me this opportunity to submit my views on the Railways Budget.

Sir, on the 12th of this month when I visited my Constituency, Tirunelveli, I came across an article which appeared in a Tamil vernacular Daily, *Dinamalar*, which said that all the Members of Parliament belonging to Tamil Nadu are silent spectators over the Railway Budget. I handed over a copy of the vernacular Daily to the....*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (Shri Bangaru Laxman): You gave it to some other hon. Members as well.

SHRI P.H. PANDIYAN: I gave it to the hon. Minister during the lunch time. I had requested her to get it translated and to consider the demands made, in the Daily, for Tamil Nadu.

The Hon. Minister of Railways convened a meeting of Leaders of all Political Parties on the 23rd. In that meeting, I stated that the purpose of the Minister will be fully served if the outstanding amount of Rs. 300 crore was recovered from the power stations. A total of Rs. 1,491.13 crore is recoverable from Badarpur Thermal Power Station alone. This constitutes 67.4 percent of the total outstanding. The top five defaulting power stations are-the Badarpur Thermal Power Station, Haryana State Electricity Board, Delhi Vidyut Board, Punjab State Electricity Board and the Maharashtra State Electricity Board accounting for Rs. 1,357.23 crore.

The hon. Minister has written a letter to me saying that every effort was being made to realise the outstanding money from the power houses. If this outstanding money is realised, the purse of the hon. Minister will be full. She can concede to all our demands. She can implement all our projects. I, therefore, request the hon. Minister of Railways to realise these outstanding amounts from the power stations by either negotiatig with the Government or by using some coercive methods. I stated this in that meeting also. If that is done with cooperation between the Central and the State Governments concerned, all the demands of laying new lines, gauge conversion, construction of new bridges, etc., can all be conceded.

I was listening to Shri Swain carefully when he was speaking. He said that one does not know whether the goods put on a freight train will reach their destination at the appointed time or not. In this connection, I will cite an instance. It happened during the Republic Day celebrations. A freight trai containing 1,000 tones of PDS rice had been smuggled from my constituency Tuticorin to Bangalore, Whitefield. The CID officials intercepted the train. The railway authorities had said that it was not possible to break open the seal of a container without the permission of either the consignor or the consignee. The consignor was not known and the consignee's name was not there. It had been happening for the last four years from Tuticorin to different destinations. Thousands of tonnes of PDS rice had been transported illegally all these days. We do not know who the consignor is and we do not know who the consignee is.

SHRI RAMESH CHENNITHALA (Mavelikara): Where does it go?

SHRI P.H. PANDIYAN (Tirunelveli): It may be going to Mangalore or Maldaikot or somewhere else, we do not know. It is under investigation.

I narrated this instance because in this case, the Railways are used as a carrier for smuggling. The Railways have not done anything; they are innocent. But Railways have been used, masterminded by a top political executive or somebody, I do not know. A man has to be very powerful to get hold of 20 wagons to carry these goods.

24.00 hrs.

It appeared in all sections of the Press on Jaunary 29 in Tamil Nadu. So, I want to know whether there is any legal bar for the Railways to break open that wagon. The consigner's name or the consignee's name should be there. It should made be necessary. So, I appeal to the hon. Minister to order a CBI investigation into this matter because this is a very serious matter. In the Budget we raised the issue of price of rice under the PDS but there, the rice of PDS is being illegally smuggled out of Tamil Nadu depriving the poor people of getting the rice under the PDS. So, I would appeal to the hon. Railway Minister....*(Interruptions)*....This is without any political colour. I have got papers with me. I am narrating the facts and there is nothing wrong in it.

Sir, here in this case the carrier is the Railways, which is a Department of the Central Government. So, once again I appeal to the hon. Minister to institute a thorough CBI investigation into the conduct of the concerned authority-wheather it is the railway authority or the State authority or the Civil Supplies authority. It is because the PDS comes under the Subsidy Scheme of the Central Government. That is why I raise this point here to protect the interests of the poor.

Actually, this freight train was detained for some time at Salem junction. It started from Tuticorin and stopped direct at Salem. For 200 miles it did not stop anywhere. When it was intercepted, they were not allowed to open. So, this is a classic case where these wagons have been used as a carrier by master-minded criminals. We do not know to what society they belong to.

I am concluding now. Now, I will come to the point relating to my constituency. Tuticorin is a port city. I appeal to the hon. Minister to upgrade it to the level of a model railway station. I know that her purse is not full and she cannot do it. I know that she has the will but she does not have the power of purse....*(Interruptions)*...She has the 'will' but not the 'bill'. That is why we passed a resolution even in that all-party meeting addressing the Central Government to allocate more funds to the Railways.

With these few words, I conclude.

*SHRI KODIKUNNIL SURESH (Adoor): Respected Chairman, Sir, there has been a widespread disappointment amongst the people of Kerala for not having seen even a ray of concern for the problems of their State, in the Railway Budget presented by Mamataji. While the Hon'ble Minister was presenting the Budget, we, the MPs from Kerala, were forced to express our protest in this House. As a result of that. Mamataji later convened a meeting exclusively for Kerala Members and lend a patient hearing to our problems and demands. She had even given assurances regarding certain projects and areas. In fact, we are thankful for her postivie gesture and through you. Sir, I extend the heartfelt gratitude of the people of Kerala to her.

In her Budget speech, Mamataji had said that budgetary allocations were made in proportion to the total population of the States concerned. This is a debatable point and we hold very strong population of the States concerned. This is a debatable point and we hold very strong arguments against that. Madam, I want to bring to your notice and to the notice of this House, a major difference of my State with other States of this country. Sir, in my State it is practically impossible to find a ticketless traveller. Being, dutiful citizens we all take tickets while using the services of Railways. Platform tickets were also purchased by everybody without any hesitation. Madam, this is not a hypothesis; this is the reality and I strongly feel that this is something very unique about my State. But, the unfortuante part, is that neither the fund allocations nor the project sanctions are proportional to the number of travellers in my State or the revenue earnings from my State.

All my esteemed colleagues had in their speeches, represented our case and hence I do not want to go into the details again. Sir, our only solace is the hope that in this new century at least, the State will be fortunate enough to have a Railway Minister of Cabinet Rank to her credit. Almost all the Southern States were lucky at one point of time or another to produce a Railway Minister but Kerala did not have a Cabinet Minister for Railway in the recent past. All our neighbouring States were blessed and showered with projects, new lines and trains by their respective Ministers and the people of Kerala look forward to the dawn of that day, when all her developmental hurdles in Railway sector will be solved by a future Railway Minister from the State of Kerala. We hope that our dreams will come true in this decade itself.

*Translation of the speech originally delivered in Malayalam

[Shri Kodikunnil Suresh]

Madam Mamataji had mentioned about some new trains in her speech and references were made by my colleagues in their speechs and hence I do not want to repeat them. But I want to make one of our requests again, for converting the Howrah-Trivandrum weekly train into a daily one and hope the Minister will take a favourable position. Another request which we hope will materialise soon is the sanction of an additional train in Trivandrum-Mangalore route. We hope that favourable provisions will be made in the supplementary budget regarding the electrification of Trivandrum-Ernakulam Sector and the doubling of Kottayam-Ernakulam line and Ernakulam-Alleppey-Trivandrum line.

Sir, the proposed Angamali-Sabari rail line now terminates at Sabarimala. But the pilgrims to Sabarimala are mainly coming *via* Madurai, Kuttalam. Thenkasi and Punaloor. So if this line is extended upto Punaloor and connected to the existing Chennai. Quilon line, which is being converted into broadguage-it will be of great help to the pilgrims visiting Sabarimala temple. This stretch from Sabarimala to Punaloor is only 60 kms long and the people of Kerala and especially those in my constituency have been requesting for the same and we believe that the Hon. Minister will be kind enough to show green to this proposal.

Now, regarding gauge conversion-in the last Budget, an allocation of 10 crores and in this Budget 15 crores of rupees was set apart for the second phase of gauge conversion from Virudnagar to Kollam. But in fact we need 255 crores of rupees for its completion. Hence, at least an allocation to the tune of Rs. 50 crores may be made for this to avoid further delay. Though the Indian Railways had spent crores of rupees on gauge conversion, the State of Kerala was treated unfarily and hence could not reap the benefits from the outflow of funds from this country's coffers.

*Mr. Chairman, Sir, I rise to oppose this Railway Budget presented by the hon. Railway Minister, Kumari Mamata Banerjee. When she was presenting this Budget in the House, we the Members from Kerala had agitated because of the negligence shown to the State of Kerala. It was unfortunate. But the hon. Railway Minister called us in her Office and had a fruitful discussion about the development of Railways in the State of Kerala. We had stated many problems before the hon. Minister. She gave assurance to us to include most of demands we made in the meeting. Once again I would like to congratulate the hon. Minister for assuring us to give some relief for the people of Kerala.

*This part of the speech was laid on the Table of the House.

Mr. Chairman, Sir, most of the Members from Kerala have expressed their views on the Railway Budget. I am not going to repeat those points. I support their demands. At the same time, I would like to draw the kind attention of the hon. Railway Minister to the developmental works of my constituency in Kerala. The hon. Minister is aware that the Adoor parliamentary constituency is a reserved and a backward area. My constituency overs two districts, namely, Quilon and Pathanamthitta which is in the eastern part of Kerala. In Adoor constituency the Railways have only one metre gauge line which was laid by the British Government some hundred years back. This metre gauge line is called Quilon-Chennai line. Of course, this railway line is one of the oldest railway lines in the country.

Sir, the conversion of this line from metre gauge to broad gauge was to start in the year 1994-95. This project was announced in the Budget speech of the Railway Minister for the 1992-93. Many of the metre gauge lines were to be converted into broad gauge. The Quilon-Madras metre gauge line was divided into two phases. The first phase was from Chennai to Virudunagar and the other one was from Virudunagar to Kollam via Thiruchendur-Tirunelveli-Tenkasi. The work of the first phase has been completed during 1996. The work of the second phase was taken up during 1997. The total length to be covered in the second phase is 357 kilometres. The total cost for this gauge conversion was expected to be Rs. 280 crore. Only Rs. 10 crore was allocated during the last Budget. This year only Rs. 15 crore has been allocated in the Budget.

The Government of India has been spending crores and crores of rupees for the purpose of gauge conversion during the last ten years. But the State of Kerala is not getting a single paise. Last year only, a sum of Rs. 10 crore was allocated for gauge conversion in Tamil Nadu. But the State of Kerala was neglected. Therefore, I would like to request the hon. Minister, through you, to increase the allocation for gauge conversion this year to Rs. 50 crore. I would like to further request her to start the work of gauge conversion from the side of Kerala, which is from Kollam to Shengottai.

The proposed Ankamaly-Sabarimala broad guage line should be extended up to Punalur. Before the preparation of the Railway Budget, I met the hon. Railway Minister and the officials of the Railway Board and submitted a memorandum on this issue. I expected that my suggestion would find a place in the Budget. But I am sorry to say that it was not considered. It is a long pending demand of my area. This line should be extended up to Punnalur. A survey was conducted earlier for the Ankamaly-

Sabarimala-Punnalur and Kottayam-Erumeli-Punnalur line. But the sanction was given for extension up to Sabarimala. After that this line was not extended. This would be a great loss to Indian Railways. A majority of pilgrims come every year to Sabarimala via Punnalur. The Ayyappa devotees who come from Andhra Pradesh, Karnataka and Tamil Nadu is via Madurai and Punnalur. Punnalur has a meter gauge line. The gauge conversion is going on now.

Another important point which I would like to raise is that the stretch between Erumeli to Punnalur is 60 kilometres. Therefore, I would like stronlgy demand that the provision should be made for extension of the proposed Angamali-Sabarimala railway line in this year's Budget. I would also like to request the hon. Minister for providing computerised reservation facilities at Punnalur and Kottawakkana railway stations. Two railway booking agency should be started from Adoor and Chadayamangalam for reservation of ticekts of long distance trains. The Southern Railway is providing old coaches for the meter gauge line. There are not sufficient number of coaches in the trains. Only two coaches have been provided to each train on the meter gauge line. Therefore, I would like to request the hon. Minister to take immediate action in this regard.

I would also like to request the hon. Minister to construct a second platform in Punnalur, Kottarakkawna and Auvanuswaram railway stations and also to start re-modeling work in some of the important railway stations and also to start re-modelling work in some of the important railway stations like Themmalai, Ezhukode, Ottakkal, Edanum, Kuri etc.

I would like to request the hon. Minister to provide for halt stations at Kalayanadu near Punnalur; Mylom near Kottarakara in Quilon-Chennai meter gauge line and consider construction of a road over-bridge in Auvanuswaram and Punnalur in Quilon-Shengottai meter gauge line.

I would also like to request the hon. Minister for widening of the road over-bridges at Nedumbaylkulam, Mylom, Kottawarkkana street, Punnalur-Valucode in Quilon-Chennai meter gauge line and consider setting up of a railway hospital at Punnalur in Quilon-Chennai meter gauge line. There should also be a platform shelter at Auvaneeswaram Railway station in the Quilon-Shengattai meter gauge line. The Kalthuruthy hlat station building should be constructed at the earliest.

Sir, hundreds of reisdents on the Qulion-shengattai meter gauge line from Punnalur to Aryamkavu, are not getting the electric connection because the Southern Railway at Madurai has objected to it. The Kerala State Electricity Board is ready to give the connections. But the Railway authorities are not allowing it The hon. Minister should intervene in the matter.

Sir, before I conclude my speech I would, once again, like to congratulate the hon. Minister of Railways for presenting this Budget to this august House, but I oppose the Budget.

00.08 hrs.

[SHRI P.H. PANDIYAN *in the Chair*]

[English]

*SHRI PARSURAM MAJHI (Nowrangpur): Sir, I support the Railway Budget presented by hon. Minister of Railways, Kumari Mamata Banerjee. I come from the backward Districts of Koraput, Bolangir and Kalahandi. This KBK area is totally neglected in the Railway Budget. I request the hon. Minister that the following works in this area be taken up.

Creation of a new Railway Division either at Kesinga or Rayagada.

Upgradation of Kesinga railway station which is the main railway outlet of the KBK Districts.

Improvement of goods-handling facilities at Kesinga railway station.

Extension of railway line from Junagarh to Ambaguda (in Koraput District)

Extension of Railway line from Ambaguda to Malkangiri.

Puri-Ahmedabad Express daily.

Visakhapatnam to New Delhi train that runs on three days a week now should be made a daily train. It should run with four AC first class coaches and 15 AC 2nd class coaches as this train caters to the people of four Districts namely, Koraput, Kalahandi, Bolangir and Nuapada-Nabarangapur.

With these words, I conclude.

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Kumari Mamata Banerjee has come to bring reform in Railways. Atal ji has brought this new hope by sending Nitish ji i

*Speech laid on the Table of the House.

[Shri Ramdas Athawale]

Bihar. Our country has got a Railway Minister in Mamataji after many years. In this rail budget no increase has been made in fares. Railways budget is presented every year but improvement in railway is not taking place on the expected lines. Mamataji has presented a good budget. She has reduced expenditure of the Ministry and tried to make a savings of about Rs. 850 crores this year. It is a good attempt. But the railway officers are not good. We will have to change the working pattern of the Railway Board. Railway is a means to serve the poor. The poor people get an opportunity to travel. As one of our colleagues just said, more than half of the passengers in a train are found in one or two coaches, called the general bogey. I request that a train should have at least five to six general compartments. This proposal should be considered. There is the Karduwari metregauge workshop in Pandharpur. It should be converted into broadguage. This workshop should not be closed and if it is closed then workers there would face great difficulties. Now, railway lines Lonad to Pandharpur and Guhagar to Pandharpur should also be sanctioned. The Railway Minister has not made a provision for it. This year Rs. 250 crores are required to be sanctioned for Pandharpur-Miraz and Latur-Karduwadi line.

Sir, I would like to make one more suggestion. The railway station at Mumbai has been renamed after Lokmanya Tilak. In this connection, I suggest that Mumbai Central Railway Station should be renamed after Babasaheb Ambedkar. I hope that while replying, the hon. Minister would make an announcement to this effect. Baba Saheb was associated with Mumbai. I hope she would announce naming of the station after Babasaheb Ambedkar before we launch an agitation for the same. We can do anything for Babasaheb Ambedkar.

KUMARI MAMATA BANERJEE: The State Government can name it. The hon. Member should ask the State Government. It would be proper.

SHRI RAMDAS ATHAWALE: This should be considered. I would like to raise another point also. Several trains enter Mumbai from outside and there is a need to provide two separate tracks. Mumbai is a cosmopolitan city, so facility of local trains are required to be increased to reduce the rush of passengers.

Sir, I have another very important suggestion. Japan has bullet trains. I suggest that distance between Mumbai and Delhi should be covered in 12 to 13 hours by introducing bullet trains. The distance of Trivendrum should be covered in 10 hours. This system should be introduced in my constituency otherwise we would make all effects to dislodge the Government. When she has come to power, she should properly use it. We are proud of her but had she been on this side, we would have been doubly proud. She wants to help people. This budget is a good budget but I do not think everything in it is good. She is good but officers are not good and trains are also not running properly, more an more accidents are taking place. While replying, she should apprise the House of the efforts being made to reduce accidents. When the issue of accidents is being raised, it is not good to ring the bell. Sir, super fast trains should be introduced between Mumbai-Gulbarga, Mumbai-Nagpur, Mumbai-Lucknow, Mumbai-Bhopal, Mumbai-Calcutta, Bangalore, Hyderabad and Mumbai-Trivendrum. She has made good provisions for West Bengal. In the next budget, justice should be done to Maharashtra, Next time, Maharashtra should be given maximum allocation in the budget. I hope that if this Government continues till next year, then they would do more for Maharashtra.

*Mamata Banerjeeji has been made incharge of Railway Ministry for bringing improvement in Railways. Having sent Nitishji to Bihar, Atalji has introduced this new change. Minister like Mamataji has been made incharge of Railways after many years. Fare has not been hiked in this Railway Budget. Railway Budget is presented every year but improvement in Railways could not be made to the desired extent. Mamataji has presented a good budget. She has tried to save Rs. 850 crore this year by curtailing expenditure of the Ministry. It is a good step. But officials of Railways are not efficient. We have to change the system of functioning of Railways. Railways is a medium to serve the poor. Poor people also travel by trains. As stated by my friend just now, 50 percent passengers of a train tarvel in one or two general compartments. My request is that 5 or 6 general coaches should be attached with a train.

DR. RAMKRISHNA KUSMARIA (Damoh): Sir, Mamata ji, Digvijay ji and Bangaru Laxmanji have presented an impartial and balanced budget, it is full of affection. They have gievn a new dimension to the progress of the country and made a resolve to develop India. They have taken care of the poor also and increased railway services in backward areas and the administration has been toned up. It would yield benefits to all and I congratulate them.

Sir, I want to draw your attention towards certain points. Last time, Ataji had inaugurated the Lalitpur-Singrauli railway line. Work had also started on this line but this time only Rs. five crore have been given for this project out of the total estimate of Rs. 900 crores. I request that this allocation should be further increased

*Speech laid on the Table of the House.

because Bundelkhand is a backward region and it is very important from tourism point of view. Places like Khajurah, Orcha, Chitrakoot and Jabalpur are located in Bundelkhand and if better railway facilities are provided here, then national income would increase and there would be no loss. Another survey has been conducted for the development of Bundelkhand and its work is in progress. Work of laying Jabalpur-Damoh-Panna railway line should be expedited. Railways should include this work. It should be included in planning and given sanction so that means of transportation are available for Bundelkhand from all sides and industries are set up and this region is developed. because for years this region has remained dacoit infested and very backward. Developmental works have not been exeucted there. Please do something for this region. Then only this region would prosper. Rajkot express from Bhopal to Jabalpur has been extended for this. I congratulate the hon. Minister. There are several trains for Jabalpur from Bhopal via Itarsi but Jabalpur route via Bina and Katni has a few trains and it aso lacks facilities. Increasing more facilities in an area already developed is not justified. I request that trains should be introduced for Jabalpur via Bina, Damoh and Katni. People in large numbers from Gujarat reside in Damoh, Katni. They would also be benefited by this move. There are five Lok Sabha constituencies-Vidisha, Sagar, Damoh, Jabalpur and Satna and all the passengers here can avail of this facility. Sir, through, you I want to submit one-two points in brief.

The Bina-Itarasi fast passenger train should be provided a stoppage at Saguni station falling under my constituency. It is a backward tribal area. It would benefit the local people. Similarly, Bina junction has only four platforms. The Kota-Damoh shuttle remains stationed up at Baghora station for about four houses in the absence of platform at Bina junction. Hence an additional platform is required to be constructed at Bina junction. The number of trains and their movements are increasing. Hence an additional platform should be constructed for the benefit of passengers of this area.

Similarly, some of the trains do not run on all days of the week. The Sambhalpur-Chhipra-Rivanchal runs thrice a week. It should be run daily. Recently, we had a discussion on demands of supplementary grants. The godown at Damoh was closed and during the course of the above discussion Mamataji had assured to restore the same. However, that has not been done. Orders to this effect should be issued with immediate effect so that businessmen could avail the loading facilities.

I wish to make one more point. All Express trains should have general bogeys for the benefit of common people. With these points, I again request the hon. Minister to take steps for the development of the backward area.

KUNWAR AKHILESH SINGH (Maharajganj, U.P.): Sir, I wish to thank the hon. Minister for not increasing rail fare. At the same time, I want to warn her that only status quo has been maintained in the railway budget presented by her. Sir, the hon. Minister of Railways has been kind enough to grant 75 percent concession in rail fare to the families of Kargil martyrs. She should go further and extend free rail passes to these families.

Today, rail passengers feel unsafe and panicky in rail journesy. Railway depends totally on GRP. I would like to suggest that in place of GRP, the Railway Protection Force shuold be entrusted with the job of security and it should be ensured that strict action is taken against the agency failing to check the criminal activities taking place in railways. I wish to draw the attention of the hon. Minister towards the increasing mafia trend in the contractorship in railways. The contractorship in Gorakhpur under Eastern Railways is totally in the hands of mafia. They should be got identified by the Central Vigilance Commission and if the railway officials enjoy the patronage of such mafias, action should be taken against them.

Coolies play an important role in railways. I request the hon. M.... ter of Railways to provide then all the facilities available to Class-IV employees and they should be extended medical facilities also. They should be provided with good retiring rooms, bathrooms and toilets at stations.

I wish to draw the attention towards the fact that under North Eastern Railway, thousands of casual labourers were employed during the work of gauge conversion of rail line between Lucknow to Gorakhpur and Gorakhpur to Varanasi. Today, they are jobless. They should be accommodated in the railway service. Gorakhpur is the Headquarters of North-Eastern Railway. A coach factory is required to be set up here. Gorakhpur-Gonda loop line and Anand Nagar-Nautanva rail lines were constructed during the British time. This line passes along Nepal border. Anand Nagar-Nautanva line directly works as a link with Nepal. If Anand Nagar-Nautanva line is converted into broad gauge it would greatly benefit the tourists going to Lumbini to visit the birth place of Lord Budha. Besides, Gorakhpur-Gonda loop line should also be converted into broad gauge. It would boost the number of tourists going to Nepal and at the same time, it will provide an alternative route for the trains running between Delhi to Howrah via Gorakhpur and Delhi to Assam via Gorakhpur. I wish to remind the hon. Minister that in the last Lok Sabha elections, the Prime Minister

[Kunwar Akhilesh Singh]

in his public meetings at Balrampur and Gonda had promised that if his Government returned to power, Gorakhpur-Gonda loop line would be converted. However, in the rail budget, no funds have been allocated to take up this gauge conversion.

My district headquarters, Maharajganj does not have rail links. I would request the hon. Minister of Railways that Siswa should linked by rail via Anand Nagar-Maharajganj. The trains running from Gorakhpur to Narkatiaganj should have halts at Ghughali and Pipraich stations.

The Rajdhani Express originating from Assam should be run via Gorakhpur twice a week. A superfast train from Gorakhpur to Delhi should be started and an overbridge at Dharamshala bridge should be constructed. I thank her for converting Itawah-Mainpuri line into broad guage. However, I request her to extend it upto Etah. She has earmarked Rs. 10 lacs for this conversion work but this amount is not at all enough. At least Rs. 30 crore should be allocated for this purpose. Rs. 350 crore have been spent on Guna-Gwalior-Bhind-Itawah rail line. But this work is still incomplete. I would urge her to complete this work at the earliest. Similarly, the work relating to underground railway bridge on Itawah-Mainpuri road was scheduled to be completed by 21.3.93. But this work has not yet been completed. It should be completed at the earliest. With these words, I thank you for giving me an opportunity to speak on railway budget.

SHRI PRAKASH MANI TRIPATHI (Deoria): Mr. Chairman, Sir, I felicitate the hon. Minister of Railways for presenting this railway budget. Since she took over charge of this Ministry she ensured that everything runs smoothly in the Ministry. The Ministry of Railway is a hierachical set up. Her motto of simple living and high thinking has been reflected in this Budget. We felicitate her fot it. I have some suggestions to make. She is faced with the crunch of funds. Hence, the share of railways in passenger and freight carriage has come down. Railway is the life-line of our country. Efforts should be made to make good the decline in railway share. We are happy to see her making all efforts in this regard. However, the safety and security aspects need special attention. Railway tracks are in very poor condition, since we have to make our trains fast moving means of transport. However, the funds allocated for the repair and maintenance of railways is quite insufficient. It should be enhanced. Whenever, we make our train faster, accidents take place. Special care has to be taken in this regard. Hence, let the number be less by one or two trains but attention has to paid to safety aspect.

There is a general complaint that a railway officers do not keep contact with people when officer travel from one place to another. Then do not bother to contact people. Even if good or bad comment area passed, they have to take care. It is very essential. They have to mend their ways.

Mr. Chairman, Sir, the North-Eastern Railways has been neglected in this Budget. The route from Lucknow to Barauni and therefrom to Assam passes through this zone. Whne I was a Member of the 11th Lok Sabha, this proposal was accepted that this line would be doubled. But there is no progress so far in this regard. Our hon. Member has just made a demand that Gorakhpur-Gonda loop line should be converted, if it is implemented, there would be an alternative double line route from Lucknow to Gorakhpur and freight carriage for Calcutta would be an alternative broad guage route. Assam would linked by this route.

Construction of an overbridge in Deoria is lying pending. Foundation stone of the said overbridge was laid by the then Railway Minister and I have written to you also in this regard. When I asked the General Manager in this regard he informed that budget for the said work had already been granted and all the formalities have been completed, but the work has not yet been taken up. I request that the construction work of the said overbridge be taken up at the earliest and Deoria station be included in the list of ideal stations.

With these words, I conclude and express my thanks for giving me time to speak.

*SHRIMATI JAYABEN B. THAKKAR (Vadodra): I express my thanks for giving me an opportunity to express my views on this Railway Budget 2000-2001. I express my good wishes in this new millenium to hon'ble Prime Minister and hon'ble Members of this augsut House.

Indian Railway has been contributing in country's economy and social development and it is the life line of the country.

I would like to thank the hon'ble Railway Minister Km. Mamata Banerjee for presenting a budget which is in the interest of the general public. In this budget the Railway Minister has tried to solve the problems of the people which she has hereself seen and experienced as a represntative of the people.

Year 1998-99 has been a difficult financial year for the Railways. They had to implement the recommendations of the Fifth Pay Commission during this period and as a result of this there has been an increase

*Speech laid on the Table of the House.

in the expenses to be met on the salaries of the employees and pensioners. Due to the trend of depression in the economy there was a shortfall of 29 million tonnes in freight carriage and it was even low by 9 million tonnes as compared to the previous year. A number of commendable steps have been taken to make up overall decrease in income and imbalance caused by increasing decline in freight traffic and to improve the internal resources of income. A proposal has been given in this budget to constitute a committee to get the recommendations implemented with in a limited time in regard to finding out the non-conventional sources of revenue. I welcome this step. The Railways have signed a memoranda of understanding with HUDCO and commercial use of surplus land of Railways would be done with mutual cooperation of HUDCO so that Railways would be able to accomplish its development activities and for this purpose, additional funds have also been provided. I thank you for having included Baroda-Ahemdabad in that list.

I express my thanks to the hon'ble Railway Minister Mamataji for introducing new trains and considering the demands of Gujarat sympathetically. Proposals have also been implemented.

Okha-Dehradun Uttaranchal Exp (weekly)

(to travel between the routes of Dwarika, Ahmedabad, Jaipur and Haridwar)

Ajmer-Banglore Express via Hubli, Ahmedabad (weekly)

Ahmedabad-Nagpur Express (weekly)

I would like to draw your attention towards one thing. From the over, crowded station Baroda, a train leaves at 7.20 AM by which about 3000 workers working in the Industrial areas of south Gujarat Karjan, Paleij, Bharuch, Ankekdhar, Kasemba, Suran, Napsari, Balsad and Vapi travel. This is the only train for the workers. Therefore I request that this should not be extended upto Gandhidham. I request on behalf of the thousands of the families of my area to consider it sympathetically and the said train should be upto only Sadajinagri Ghaoda-Banda. Bagua village in my constituency is about 10 kms. from Baroda, where IPCL and GSEC are situated. There is a level crossing which remains over-crowded and railway gate remains closed for 15-20 minutes after every ten minutes. An underbridge was posposed to be constructed and estimate for the said work is also being prepared. It is requested that provision for the said underbridge be done in this budget.

Indian tourism is getting a facelift. In this new millenium Railway Catering and Tourism Corporation Limited has also been set up which is likely to start functioning form 1st April, 2000. It would provide services to the domestic and foregin tourists.

Railway 'Saloon' which is used for inspection and visiting places in case of accident can be helpful in earning foriegn currency by making it available to tourists, by making its commercial use for tourism and this decision would help the country gain revenue.

At the end, I support this buget despite all constraints and limitations.

[English]

MR. CHAIRMAN: All the parties have consumed their time. There are six more Members to speak. If those Members would take two to three minutes, we can accommodate them.

Shri Laximan Seth may speak now.

SHRI LAKSHMAN SETH (Tamluk): Sir, the hon. Railway Minister has been pleased to announce the commissioning of Tamluk-Digha line which is a very much cherished project of this area but I am afraid whether this project would be commissioned by the 31st March, 2001 or not which is the date she has announced.

I am saying this because the estimated cost of this project is about Rs. 225 crore. Already, sum of rupees fifty crore has been spent. A sum of rupees one hundred crore has been allocated in the ensuing Budget. So, another additional sum of Rs. 74 crore is required for the completion of the project. Hence, I request the hon. Minister to look into the matter so that her promise can be translated into practice. Why I am afraid of this is because it has been found that there is a gap of about Rs. 600 crore in the Budget. She has contemplated to garner internal resources by leasing out railway land, exploitation of airspace, leasing out commercial complex and also leasing out of the "right of way" to various operators for laying optical fibre cables. It will generate funds of about Rs. 600 crore. But I would like to know how much of it will be achieved. It is very doubtful. However, he has contemplated it. Support would be certainly extended to her from all corners. So, this is my apprehension.

I think this Budget is a balanced one. There is no doubt about it. There is an ambitions plan outlay of about Rs. 11,000 crore which is an increase of 23 percent over the revised outlay for the year 1999-2000. But I think mobilisation of resources, which is a very important thing, cannot be matched by this. It will create problems in

[Shri Lakshman Seth]

implementing all the projects. It is not only that. The Budget is also not so much development-oriented. I am submitting the picture which will prove it.

Regarding electrification, the achievement in 1998-99 was 617 route kms. The target for the year 1999-2000 is 435 route kms. This year, it is fixed at 500 route kms.

Regarding track renewals, the primary track renewal which was achieved in the year 1998-99 was to the extent of 2376 track kms.; for the year 1999-2000, it is 2100 track kms. But this year, it has been targeted at 2650 track kms. This is the target. Coming to secondary track renewals, for the year 1998-99, the achievement was 591 track kms; for the year 1999-2000, it was 450 track kms. and for the year 2000-2001, it is targeted at 600 track kms.

Coming to construction of new lines, the achievement during the year 1998-99 was 167 route kms; during the year 1999-2000, it was 241 route kms. Now, this has been reduced to 217 route kms. So, it is not only that.

Regarding the Metropolitan Transport Project, it has been decided that this would be done by the BOLT scheme and by placing direct order under "own your own wagon" scheme. The State Governments will have to contribute towards the implementation of the Metropolitan Transport Project. All the State Governments are suffering from financial cruunch. So, the point is whether the Metropolitan Transport Project will be implemented in a power way or not. It is very doubtful also.

So far as the Calcutta suburban train is concerned, no new train has been introduced. It is only that. The service, speed, amenities and safety and security have not been addressed to that extent. So, in spite of that, this time the Budget is very much balanced to a greater extent. But our hon. Minister is not much sympathetic to the toiling people. Millions of Railway hawkers are eking their livelihood through hawking in the trains.

There, they become the victims of torture by the railway police. They are harassed and beaten up. So I would request the railway authorities to issue identity cards to them so that they can work and there by they can maintain their livelihood. So many contract labours are working in a perennial nature of jobs.

DR. RANJIT KUMAR PANJA (Barasat): Identity cards on the payment of a fee.

SHRI LAKSHMAN SETH: Yes, How to save the toiling people?

The time is short, but I want to express so many things. However, if you allow me, I will lay rest of my speech on the Table of the House.

Sir, I propose the following matters of most urgent public importance to Hon'ble Railway Minister Through you for early implementation.

Upgradation of Mecheda Station as a Model one.

Adequate Parcel Vans for transporation of betel leaves and flowers at Mecheda Station.

Rail over bridges at following places of Haldia:

(i) Ranichak, (ii) Durgachak, (iii) Baroda.

Double line from Mechada to Rajagoda instead of Panskura in first phase.

Double line from Panskura to Haldia has been allocated for IST phase from Panskura to Rajagoda. B propose to install Double line from Mechada to Rajagoda instead from Panskura. This will sorten dista and reduce journey hour from Shalimar to Haldia.

Installation of new line from Mechada to Chandrakona Road via Ghantal.

Priority to the contractors, workers engaged under Railway Authority in the matter of Departmental recruitment.

Issuance of Identity Cards to the Railway Hawkers.

Establishment of Market and Commercial complex in every station for rehabiltation of shopkeeper who are running business in Railway land.

Enhancement of monthly income from Rs. 400 to Rs. 1000 fro entitlement of monthly Railway Ticket on the payment of Rs. 15. (fifteen)

Introduction of goods and passengers trains between India and bangladesh.

Allocation of additional Rs. 74 crore for commissioning of Tamluk-Digha line during financial year 2000-2001.

Introduction of Express train Between Asanslol and Haldia.

I Hole, you will do needful accordingly.

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*This part of the speech was laid on the Table of the House.

SHRI SURESH KURUP (Kottayam): Sir, Railway is the most visible symbol of our national unity. So it is quite natural that people in every part of our country think that their aspirations should reflect in every year's Budget. But, Sir, Kerala has always been neglected in the Railway Budget every year. It was quite evident this time. That is why the members of Kerala, cutting across party lines, were froced to make their protests. Sir, many of my colleagues have already pointed out some of the major development projects that should be undertaken in Kerala.

I would like to point out only one thing and that is doubling of Ernakulam-Kayamkulam sector *via* Kottayam. Already Kayamkulam-trivandrum sector is doubled. Now, this is the only portion which remains and the statistics show that the utilisation in this line is more than 130 per cent of the line capacity. Every day, 18 mail/express trains, two bi-weekly main/express trains, eight weekly main/express trains, eight passenger trains and 40 goods trains run in this route. Every day these 50 trains are running through this single line. Doubling of this line is of paramount importance for the development of Kerala, especially for Central Kerala. So, this line should be doubled.

Three months before the presentation of the Railway Budget, my collegaue Shri Ramesh Chennithala and myself personally met the Railway Minister and submitted a memorandum regarding this line. This is the most important demand of the people of Kerala.

Secondly, electrification from Ernakulam to Trivandrum *via* Kottayam and *via* Alleppey is the most important demand of the people of Kerala. I would like to submit this important thing again before this House.

[Translation]

SHRI SUJAN SINGH BUNDELA (Jhansi): Mr. Chairman, Sir, I thannk you for giving me an opportunity to participate in the discussion on the Railway Budget. I welcome the new millenuium's Railway Budget 2000-2001 presented by Mamataji. I welcome this budget because there is no hike in passenger fare. This step has provided a lot of relief and facility to the general public. For want of time, I would only speak about some issues. Hon'ble Mamataji might have heard the name of the historic place Jhansi which was the Karmabhoomi of Rani Laxmibai the brave woman of Jhansi. The rail line passes through the middle of the city and a demand for construction of railwawy bridge has been lying pending since long.

Mr. Chairman, Sir, to cross the said railway line, people dig and makes their way through national highway under the railway line which causes waterlogging during rainly season and leads to lot of problems. Therefore, an overbridges is required to be built on this railway line. This railway line divides the whole city in two parts. I, therefore, urge that funds be provided at all cost and construction of this overbridge be taken up.

Mr. Chairman, Sir, I would like to draw the attention of the hon'ble Railway Minister through you that foundation stone of Lalitpur-Singrauli rail line was laid but Lalitpur has not been connected by the rail line despite it having 80 percent population of the district. The railway officers have prepared the survey in such a way that this area could not figure in the plan at all. The people of the area has demanded that a railway station be made at Mehrauni on Lalitpur-Singrauli railway line, otherwise the people of this area would remain deprived of railway line. At the moment survey work is going on and plan is being formulated so some change can be made in the survey at the moment. This should certainly be done.

Mr. Chairman, Sir, hon'ble Minister must be knowing that association of daily commuters are on strike, demanding stoppage of Kochin express. They are demonstrating agitating on this issue. They are demanding that the train which connects Lalitpur to Lucknow, the capital of the state, should also have a stoppage at Lalitpur.

It is not known why the railway officers are not paying any attention to it. An agitation is going on over this issue for the last one month.

KUMARI MAMATA BANERJEE: A railway overbridge will be constructed in Jhansi. Perhaps the hon. Member has not gone through the budget properly.

SHRI SUJAN SINGH BUNDELA: I have gone through the budget. If she says so, I may not have been seen it. It is good that a railway overbridge will be constructed in Jhansi. I am talking about flyover on the national highway. People have dug road under the railway line there just to cross over. If necessary allocation has been made for this, I would like to thank her for that.

I would like to submit that oil company depots near the railway station of Jhansi should be removed from there. These depots are situated on railways land and big oil tankers bring oil there. An incident of fire was averted at Jhansi railway station last year. I would like to request that depots of Indian Oil and Bharat Petroleum

[Shri Sujan Singh Bundela]

must be shifted from residential areas because there is every likelihood of a fire accident taking place there causing extensive damage to the entire locality.

Mr. Chairman, Sir, a train named Night Queen has been introduced from Delhi to Bhopal. It should be provided a stoppage at Lalitpur station. The Army headquarters is situated at Talbehat. The Chhatisgarh Express should be provided a stoppage there. The Railway Board is like a white elephant and it must be scrapped with immediate effect as has already been said by my colleagues and my leader Mr. Priya Ranjan Dasmunsi. She is competent enough. I am requesting her and through this House the entire country demands that it should be scrapped. A major Railway workshop is working in Jhansi where wagons are stolen cut and sold. I hope she will issue on order immediately to check such thefts and identify the maifa or gang involved in it. Mr. Chairman, Sir, I think you for saving me an opportunity to speak.

SHRI TILAKDHARI PRASAD SINGH (Kodarma): Mr. Chairman, Sir, the public has full faith in Mamataji. They say that passenger fare would have been increased. Had Mamataji not been the Railway Minister. The public have great expectations from her. While speaking on the Budget, the leader of RJD Shri Raghuvansh Prasad Singh made a mention of several announcemens that were made by former Railway Ministers for Bihar. I would like the hon. Minister to ascertain their present status and conduct a review in this regard. The concerned MPs of the area should be apprised of the position. It would be better if the hon. Minister talked to them to know the factual position. The time is very short, therefore, I will confine myself to my area only. A rail line was sanctioned from Giridih to Kadarma in the last budget. Funds were also allocated for this but progress of work is very slow there. I do not know the intentions of the officers. I hope that the Minister will try to expedite this matter.

There is a line from Giridih to Madhupur where four pairs of up and down trains run between 4.00 a.m. to 10.00 p.m. But there is no train between 8.00 a.m. to 4.00 p.m. The engine remains stationed at Madhupur. I would like to suggest that the train must make one more trip during this time from Madhupur to Giridih for the convenience of the public. The Railway Minister has announced a train named Vananchal Express from Bhagalpur to Ranchi. It has been published in the newspaper there. The people of that area told me on telephone that Vananchal train from Bhagalpur to Ranchi will run via Bengal. I request the hon. Minister not to do so and run this train from Bhagalpur to Kayul via Madhupur, Jasidih and Dhanbad. I would also like to say that major accidents take place there in the absence of a railway crossing. Maskedi is located between Dhanbad and Kodrama and it is a very busy route and there is no crossing. Number of times accidents take place there. Therefore, I would like to request the hon. Minister to make arrangements for a railway crossing there. The road is very busty at Hazaribagh which causes inconvenience to public. A bridge may be constructed there. The Purushottam Express, Sivera Express and Jodhpur Express should be provided a stoppage at Hazaribagh Road because agitation was going on there since long over this issue.

Mr. Chairman, Sir, finally I would like to say that Vananchal State is likely to be formed. Bihar will be devided into two parts. Kodrama falls on the border line. I request her to provide stoppage to Rajdhani Express to Kodarama because Ranchi and Hazaribagh and would be headquarters of Vananchal State are close to it. The trains bound for Ranchi run via Bokaro and Gomo and take five hours. If this train is provided a stoppage at Kodarma then people will reach Ranchi in three hours by road. It will save a lot time. With these words I conclude and I hope that the Minister will look into it.

01.00 hrs.

SHRI RAMANAND SINGH (Satna): Mr. Chairman, Sir, I welcome the Budget presented by Railway Minister, Kumari Mamata Banerjee. There are two reasons for this. First is that she has not increased the fare of any class in the budget although there was pressure from the Railway Board to increase the fare. I congratulate that Minister who takes his own decision without succumbing to the pressure of the bureaucracy in the public interest. Most of the Ministers take decisions succumbing to the pressure of bureacuracy which causes frustration among public. Secondly, she has paid attention to austerity measures. She has set an example for other Ministers by saving Rs. 800 crores on inaugural and reception ceremonies during the last four months. Wasteful expenditure are incurred in the Ministries and Mamataji has shown the path of savings. We hope that other Ministers will follow suit. But I feel very sorry that a strong lady like Mamataji could not withstand pressure of Ministers and big leaders of opposition. 80 per cent of the budget is meant for areas of Ministers and big leaders. I am not aying that she has given more provision for Lucknow and Calcutta but it is true that more money has been spent in areas of ministers and big leaders. This has been the practice since 1952. This is the reason that regional imbalance is taking place in the country on a large scale and regionalism is taking shape. If a person like her who is capable, simple and follower of Gandhi cannot withstand these pressures than how democracy wil survive. She should face it barvely. She should ask

the Ministers not to interfere in this manner.The genuine demands of backward areas should be accepted.

I am sorry to say that justice has not been done to Madhya Pradesh in this Budget. I do not say that injustice has been done. Please go through the recommendations made by the State Reorganisation Commission when a new State of Madhya Pradesh had been constituted in 1956. It has been said therein that this big state will be connected by roads and rail. But after Independence survey was conducted only for one railway line during the time of Morarji Bhai for Lalitpur-Singreni. The survey went on for 22 years and during last year in the regime of Shri Atalji its foundations stone was laid. It is a Rs. 900 crore project. Last year Shri Nitish Kumar had allocated Rs. one crore and now she is giving Rs. five crore. Now, please tell me how this project will be completed with this meagre amount. I am requesting her to increase this amount and it is upto her to increase it or not.

But I want to say that whenever Governments take up any project then time limit should also be fixed for their completion. The old practice of Congress should end under which a project was taken up and foundation stone was laid but after that it was neglected and no progress was made. This practice should end. When a project is taken up, time limit for its completion should also be fixed. There are so many projects that the budget of even fifty years can not complete them. I am talking about Lalitput-Singrauni because Singrauni produces maximum coal in Asia and cement and limestone are produce maximum in Satna, Rewa, diamond mines are in Panna and such important railway line's work which connects Bundelkhand is going very slowly. I hope she would complete it at an early date.

Maiher is a religious and cultural town situated on National Highway No. 7 in my Parliamentary Constituency Satna. It is the town of Goddess Sharda. Lakhs and crores of pilgrims visit this place. Music maestro Baba Alauddin Khan Saheb also belongs to this town Mamataji. This place is being mentioned in the budget for the last four years, it is being taken lightly no foundation stone has been laid. Sometimes Madhya Pradesh is not giving and later surface transport is not giving. I met the Chairman of Railway Board, I met the Railway Minister and Surface Transport Ministers I met the Chief Minister of Madhya Pradesh twice, I also met PWD Minister of the State. Now all of them have agreed. Now the only issue before us is: how to construct it under B.O.T. or any other way. I request the Minister to lay the foundation and fix the time limit that it would be completed in two years. Similarly, a project was taken up at Satna city, Madhya Pradesh Government provided its share, underground digging was done, about Rs. 60-70 lakhs were spent but now PWD received a new estimate. Now rainy water would fill up this area causing havoc. People have staged Dharna, so please get it completed at the earliest.

More halt stations are also needed such as Muchera which is town of coppersmiths. If Kashi Express coming from Banaras has its halt here then these utensil manufacturers would be benefited. Mahakaushal Express should have its half for two minutes at Muchera station and Andra station. Similarly Railway crossing Ghutha, Deorampur and other stations should have halt. The name of Khanna Banjari station should be renamed as Barhi Road, people there are demanding this change. There is demand for construction of a foot bridge at this station. With these few demnds I congratulate the Minister for presenting a good Budget.

She did not acceded to the pressure of officers and used her own wisdom, her Gandhian thinking and simplicity are reflected in her budget. Therefore I congratualte her and expect that Minister should be like her who can dare to say to Minister about something which is wrong so it would not be conceded. Unless such system develops, our democracy can not function properly. Ministers functioning at the advice of bureaucrats and not using their own wisdom should be told that their attitude is wrong, we would not accept it. There is no doubt that Ministers founctioning solely at the advice of bureaucrats would cause harm to our democracy and would allow it to be successful. She did not accept the advice of Railway Board and considered the feelings of common people of India and made no increase in fares. For this, people welcome her and say that this woman has given a good budget. She has maintained her good name from the view point of criticism. I would say that I am older than her, she did not concede to the pressure of Ministers, she should be ready to face such pressure in future also, only then she would be more popular.

[English]

MR. CHAIRMAN: Hon. Members, Shri Ram Raghunath Chaudhary and Shri Kishan Singh Sangwan are laying their speeches on the Table.

Now, I call upon Hon. Members, Shri Bwiswmuthiary to speak.

[Translation]

*SHRI RAM RAGHUNATH CHAUDHARY (Nagaur): Although there is much to speak about Railway Budget but in view of paucity of time I think that instead of making a detailed background or quoting figures, I take

*Speech laid on the Table of the House.

[Shri Ram Raghunath Chaudhary]

up issues concerning my Constituency. I come from a district called Nagaur in Rajasthan. It is a well known district. World famous Makrana marble stone is found here. Top quality lime stone, white coal, gypsum etc. are found here. Still railway services here have been ignored. After waiting for years, few years ago metre gauge was converted into broad gauge but while doing this work, Jodhpur was linked with Bikaner and Jaipur and this major section was left out where for years Jodhpur-Delhi direct train service was in operation and Jodhpur-Delhi Mail used to run via Degana, Didwana, Ladnu, Rattangarh. This is the route where major trading community of this country resides. There is a big religious site and pilgrimage place of Jain community at Ladnu. It also has country's only deer sanctuary. Due to non conversion of metre gauge here, frequency of trains is quite negligible. Facilities provided earlier have been discontinued because of the cancellation of direct train service from Jodhpur to Delhi which was in operation for more than 30 years.

Sir, if we go through the budget we would see increase in facilities day by day and there are very few places where train facilities have been withdrawn and this railway line is one example. Therefore, I request that the train used to run from Jodhpur to Delhi via Degana junction on metre gauge has been cancelled and the gauge conversion work from Degana to Ladnu Rattangarh should be executed immediately. Presently, this area is deprived of railway line but with this broad gauge, this area would get direct access to trading institute of the country.

I am happy that she has mentioned about linking of Ajmer with Pushkar in her several speeches and accordingly she announced about it in her budget, she said that she would try to lay this line during this financial year. But I want to point out that last year Minister had made provision of budget for conducting survey from Medta Road to Ajmer. Although survey for Medta Road to Ajmer line has been conducted several times, again last year we had requested and the Minister reconsidered it and we are grateful to her but when we saw this year's budget, we were surprised that now she has announced conducting of survey for Medta Road to Byawar line. This line is not so required as the Medta Road to Ajmer via Pushkar line.

Sir, Ajmer Beawar are already connected with rail. So, this work of Medta Road to Ajmer line via Pushkar should be executed. When she is linking Ajmer with Puskhar then it would be wise and appropriate to link Puskhar with Medta Road. Puskhar is a religious site and a great pilgrimage centre and it would have access from all sides which is not only proper but necessary also. Medta city the native place of a great devotee Meera would also be linked.

I thank her for the proposal to link Jaipur with Medta Road through double line but it would be more appropriate to extend it upto Jodhpur. One more train has been proposed to be introduced between Jodhpur and Bangalore and Ajmer to Bangalore via Ahmedabad. Since railway track is already available beyond Bangalore then why the people living between Jodhpur and Jaipur be deprived of this facility. Between this 250 kms. distance, there are many important cities of Rajasthan. Therefore, a train for Bangalore from Jaipur and Jodhpur should be introduced.

I also request to provide stoppage of trains running between Jodhpur and Howrah at Degana junction and Navan, it is very much needed and its reasons are as follows.

There was a direct train service from Degana junction to Delhi, but Degana-Rattangarh rail route remained metre gauge line. Therefore, this route has remained neglected. On this rail route, there are cities like Didwana, Ladnu, Sujangarh, Rattangarh where a number of major trading communities live. They conduct their trading activities at Calcutta, Mumbai, Bangalore, Madras etc. and this is the only rail route for them.

Though Howrah train does not have a halt here yet it has to stop 26 days in a month since Jodhpur-Jaipur intercity passes through this station and its cross time coincide with Howrah train. As such it would be wise to provide a halt to Howrah bound train at this station. Otherwise though this train stops but tickets for this train are not issued and hence railway has to suffer losses. It would therefore be proper to provide halt of this train.

About 200 buses ply from this place every day for Ajmer Khawaja Pushkhar pilgrimage, Bhagat Shiromani Meera's place and in absence of direct railway link. Here is no direct route for these pilgrimages. Thousands of pilgrims would be benefited of the provision for halts of trains is made.

Degam is the largest revenue earning station of Jodhpur division under Northern Railway. Hence large number of passengers continue to rush to this station. It could be confirmed from the department of Railways.

Didwana and Ratangarh stations are on meter gauge and people going to those place catch meter gauge trains from this station only.

Navan is the major salt producing region of India and it is also a big Mandi where from a large number of rakes by railways are transported to different parts of India and hundreds of businessmen keep on pouring here.

Keeping in view this fact, it is requested that provision should be made to halt Jodhpur-Howrah train here. This is the main station in my Constituency. Similarly, Navan town is situated on this very broadgauge line where this Howrah train need to be provided a halt. Navan is a major salt producing centre.

I wish to draw the attention of Government again towards the towns situated across the railway stations. There is a need to construct bridges on these following stations for to and fro movement of people and traffic: (1) Degana Junction (2) Makrana (3) Medta Road (4) Gotan.

Besides, it is also requested that computerised reservation facilities need to be provided at Degana and Makrana. Makrana is a major marble producing centre and a market. Once computerised reservation facilities are provided at Degana and Makrana, they would be linked with other parts of the country by railway. Until the computerised reservation facilities are provided at these stations, the reservation quota for these stations should be increased.

Sir, a railway crossing for Ratangarh need to be constructed at Degal junction. For this purpose, the residents have deposited funds as per railway rules.

Sir, at some of stations the roads in front are quite narrow and the land of railway is lying unused. Hence, the roads should be widened in cooperation with public and administration.

I hope that the new millennium railway budget would come upto the aspriation of public and thereby make railway journey a confortable experience.

*SHRI KISHAN SINGH SANGWAN (Sonepat): I commend and support the railway budget presented by the first lady Minister of Railway Ms. Mamata Banerjee. Special care has been taken of the interests of poor people in this budget. It is a progressive budget. Passenger fare has not been touched and early marginal increase has been made in freight. Special care has been taken for the facilities and safety of passengers.

Even in the face of economic crisis a number of programmes have been announced for the development. Special assistance has been provided to freedom fighters, girl students and widows of Kargil Martyrs and thereby respecting the sentiments of public.

Maximum efforts seem to have been made to enhance the means of resources, to minimize the expenses and to use surplus railway land for commercial purposes like constructing 100 budget hotels.

[English]

Shopping complex, Commercial Utilisation of train, wagons, level crossing.

[Translation]

By way of letting then to be used for publicity and to generate opportunity for more employment.

Mr. Speaker, Sir, railway is the main means of journey for poor. Most of the people of the country travel by rail so the demand and expectation from railway is an increase. But we are faced with difficulties due to lack of resources. However inspite of all these odds, Madam Mamataji has made efforts to solve all these difficulties.

Mr. Speaker, Sir, whereas Mamataji has sought to extend relief to the people of the country, the people of Haryana have totally been neglected. For last 25-30 years Haryana find no place on railway map of the country and no progress has taken place in this regard. Though National Capital Territory, Delhi is surrounded three sides by Haryana and all trains pass through this state, yet people do not enjoy any facility.

Lakhs of people in service or doing their own business or labourer engaged in other activities like selling milk, fruits, vegetables and grain come to Delhi everyday from nearby place. All respectable people are compelled to travel in a very embarrassing situation.

Mr. Speaker, Sir, trains passing through either do not halt at the stations lying in Haryana or they are already so jampacked that people find it hard to board the trains from these stations. Often people are compelled to travel on roofs of the electric trains.

Mr. Speaker, Sir, inspite of our repeated written demands and seeing Ministers in this connection and getting even their assurances these problems have not been solved. Hence, through you, I put forth the problems of my Constituency for the consideration of hon'ble Mamataji.

I have time and again demanded to start two new trains *i.e.* (i) DMU train between Sonepat and Delhi and (2) a train between Gohana-Rohtak-Delhi. However, these demands have not been acceded to sanction for the

*Speech laid on the Table of the House.

[Shri Kishan Singh Sangwan]

survey for a new railway line from Jind to Sonepat has been granted. I am thankful for the same and hope that the survey would soon be conducted.

The demand for roads and bridges at Sonepat, Gannaur and Bahadurgarh has been lying pending for years. It should be fulfilled.

Rail line between Rohtak-Jind-Delhi should be electrified.

A small stretch between Samargopalpur-Jind-Kinana be converted into double line since the rest of the line has already been doubled.

Important express trains should have a halt at Sonepat and Sabji Mandi stations since lakhs of passengers get into the get down at these stations. These trains include.

[English]

Malva Exp., Happa Ex., Himalyan Queen, Unchahar Exp., Bhatinda Exp., Amritsar Exp. trains.

[Translation]

National capital region, Delhi should be turned into sub-urban division like Mumbai.

I, therefore, request hon'ble Minister Madam to address to these problems at the earliest and hope that fulfil her promise, she would visit Sonepat soon after the budget session to be acquainted with the problem of the passengers.

I am thankful for having been permitted to speak on the railway budget.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Many many thanks to the hon. Chairman, Sir.

While participating in the general discussion on the Railway Budget for 2000-2001 tabled by the hon. Union Railway Minister, Kumari Mamata Banerjee, I am extremely sorry to say that I am not at all satisfied and happy with this Budget.

The previous Railway Budget had discriminated against Bodoland. In the same way, this Railway Budget has also discriminated against this very tragic territory in regard to railway facilities.

When I got the message that hon. Madam, Kumari Mamata Banerjee took over the Railway Ministry, I was delighted and happy with an expectation that she would do some justice to us. But today, I have seen that no positive action has been taken to accord justice to the neglected territorial people of Bodoland.

So, while I am very much angry with this Budget, I would like to request the hon. Union Railway Minister, Kumari Mamata Banerjee to look into the genuine problems and grievances being faced by the people of Bodoland territory.

Now, I would like to put forward demands one by one.

1. Development of Kokrajhar Railway Station with the provision of computerised Reservation Counter. This has to be done very immediately.

MR. CHAIRMAN: You can place the long list on the Table of the House. The entire thing will go on record.

*SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Of course, I lay my statement on the Table.

Berths Reservation Quota in all the trains for Kokrajhar Station should be enhanced to meet the requirement.

Stoppage of trains: The following trains should halt at Kokrajhar Station; (i) Trivandrum Express; (ii) Cochin Express; (iii) Bangalore Express; (iv) Dadar Express; (v) Saraighat Express; (vi) Lohit Express; (vii) Guwahati-Chennai Express (proposed earlier) and all other important West-South bound trains.

Train Stoppages at other stations: Barpeta Road Station: (i) North East Express; (ii) Guwahati-Chennai Express;

Bijni Station: (i) North-East Express
(ii) Kamrup Express
Gossaigaon Halt Railway Station: (i) Kamrup Express
(ii) N.E. Express
Fakiragram Station: (i) Avadh Assam Express.

Extension of the regular service of Siphung Train up to Gossaigaon Hat with the provision of adequate number of coaches as many as around 12 numbers.

Issunace of strict order to the N.F. Railway Authorities concerned to make necessary arrangements to provide regular railway service to the suffering public on the railway line between Dhubri and Guwahati Railway Station with immediate effect.

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*This part of the speech was laid on the Table of the House.

Introduction of another new Super Fast Train between Murkhong Selek (Arunachal) and New Delhi with the name of "Bodoland-Arunachal Express" with immediate effect.

Introduction of another new train between N.J.P. and Guwahati with immediate effect.

Conversion of the existing metre-guage line between Murkhong Selek and Rangia to broad gauge with the provision of double lining.

Conversion of the existing metre-gauge line between Dhubri and Fakiragram Station

Setting up of a integral railway coach manufacturing factory at North Bongaigaon with immediate effect.

Construction of as many as around 50 over-bridges and fly overs in the N.F. Railway line within the Bodoland territory with immediate effect.

Making of arrangements to supply indigenous ethnic tribal food in the trains run in the N.F. Railway.

Eighty percent reservation quota should be made for the youths of N.E. region in the N.F. Railway Services in case of Grade III and Grade IV categories.

Conversion of the single line railway tracks into double line tracks in the N.F. Railway.

I would like to again request the hon. Union Railway Minister, Kumari Mamata Banerjee not to repeat the discriminatory policy against us in regard to Railway Budget. With these few words, I conclude my speech with the high expectation of getting due justice in days to come.

[Translation]

SHRI BRAHMA NAND MANDAL (Monghyr): Mr. Chairman, Sir, I support this Railway Budget Yet I would like to make some suggestions. A time frame is prescribed for the projects to be taken up but the projects take more time than the time prescribed therefore and it also results in cost escalation. With the increase in the cost, corruption rises. Whosoever may be in the Government after independence usually it has been seen that whichever project are taken up, they take the time two or three times more than the scheduled time. Due to that more and more projects which could have been taken up in the public interest could not be taken up. I, therefore, request Mamataji to make efforts to complete a project within the scheduled time. I am saying this because I find that the Government provide Rs. 2 crore or Rs. 3 crore or Rs. 5 crore for a project in each budget year for which initially Rs. 600 crore was provided. If this the pace of completing a certain project, it would take 100 years to complete it. Therefore, the people belonging to the ruling party, the opposition leader or bureaucrats have to think as to how a project could be completed within the targeted time frame. We should think on this aspect and take a firm decision in this regard.

The second point is about the GRP. This issue has been raised by other colleagues also. GRP is a burden on the railways. Railways do not get any benefit from the GRP. GRP personnel snatch away the facilities meant for the passengers. They even grab the waiting rooms and second class berths in the trians. To maintain the GRP the centre provides fifty percent of the expenditure and the remaining fifty percent is provided by the State Governments. Therefore, the Union Cabinet should take a decision to increase the number of RPF and pay more attention on the deteriorating law and order situation.

[English]

MR. CHAIRMAN: Kindly conclude. It is already 1.15 a.m. Now, you are allowed only two minutes.

Shri Ramshakal wants to place his speech on the Table of the House.

.....(Interruptions)

[Translation]

SHRI BRAHMA NAND MANDAL: The third point that I want to raise is about the hawkers in the trains. They should be provided identity cards. About 5 to 10 lakh hawkers move in the trains and provide service to the people. These hawkers have to bear GRP's brunt. They are beaten and put in the lock up. GRP personnel also extort money from them. A hawker has to pay Rs. 30 to 100 daily to the GRP. They can move in the train only when they give money either to the officer or someone else. So, they should be issued identity cards and Rs. 20 to 30 can be charged from them for moving in the trains. In this way, this money would go to the railways and the hawkers would also be saved from the malteramant at the hands of the GRP. I urge that justice should be done to them.

[English]

MR. CHAIRMAN: Shri Abdullakutty, you start your speech, otherwise I will tell the hon. Minister to start her speech.

[Mr. Chairman]

Shri C. Sreenivsan wants to lay his speech on the Table of the House.

[Translation]

SHRI BRAHMA NAND MANDAL: Sir, I am concluding in a minute only.

The fourth issue that I wani to raise is about by Constituency. In my Constituency there are very old stations like Jamalpur, kiul, Abhaipur, Bariyarpur. No development has been made on these stations and these are lying in the same condition. There is an Asia fame repairing workshop in Jamalpur where about 22,000 workers were working in the past but now there are only 11,000 workers. I urge that the load of this workshop shuold be increased. At the same time, I would like to say that a survey was done in regard to road over bridge. The RITES company has spent Rs. 3 crore on the survey but it is sad to say that the RITES has not got the money. The RITES said that it is going to stop the work and show the project under loss making heads. They say that they are not getting money and the officers say that the project should come up and should be passed by CAC. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)*

MR. CHAIRMAN: You should follow the procedure.

...*(Interruptions)*

[Translation]

*SHRI RAMSHAKAL (Robertsganj): Mr. Chairman, Sir, I express my thanks for giving me an opportunity to speak on the Railway Budget 2000-2001.

I would like to congratulate the hon'ble Railway Minister for not effecting any increase in the passenger fare and there is only 5 per cent nominal increase in freight charges while the financial burden has increased due to implementation of the Fifth Pay Commission Report.

The Hon'ble Minister has done a commendable job by initiating commercial use of railway property which would help in earning revenue in crores and at the same time fiscal discipline and extravagancy on advertisement has been checked.

The Hon'ble Minister has provided free passes to school and college going girls of 10th and 12th classes. It is a great facility for the girl students.

The widows of the martyrs of operation Vijay has been provided 75 per cent concession in second class and sleeper class fare. This step has added something to the honour of the soldiers. I wish to facilitate them on behalf of the countrymen on this 50th year of Indian Republic.

Despite financial constraints the hon'ble Minister has given approval to seven new projects. Rs. 825 crore have been provided for these projects. A target has been fixed for doubling of 300 kms. railway line and electrification of 500 kms. Railway line. A sum of Rs. 200 crore has been provided for the improvement of communication system and modernisation of railway tracks. I wish to thank the Minister for this.

I represent the Robertsganj Parliamentary Constituency of Uttar Pradesh which is a bordering area of Madhya Pradesh and Bihar. This area is spread over 250 Kms. and 80 per cent people living in this area belong to Scheduled Castes and Backward Castes. Here there are projects of the Government of India, U.P. Government and Private Sector.

We provide a huge quantity of electricity to country, give mineral resources and huge amount of revenue in the name of royalty but unfortunately we are still overlooked so far as railway traffic is concerned. I, demand the Union Government to start immediately a train-service from Varanasi to Shaktinagar in order to enhance the train service. Doubling of railway track from Chunar to Shaktinagar alongwith electrification should be done. Following are the demands in the interests of the people of my constituency—a train service from Gorakhpur to Singrauli should be started, Stoppage of Poorva Express at Mirjapur, stoppage of North-East Express at Mirjapur, stoppage of Kalka and Neelanchal Expresses at Chunar and Swarn Jayanti Express at Robertsganj and Computerisation and beautification works at Chunar and Chopam junctions should be undertaken. I, would also like to request the hon. Minister to consider my demands seriously and to provide a train service in the interest of the people.

*SHRI C. SREENIVASAN (Dindigul): Sir, as an elected representative from Dindigul Constituency, I would like to represent the hard felt needs of the people of my constituency.

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*Not Recorded.

*Speech laid on the Table of the House.

I would like to bring to your notice a very serious problem faced by the travelling public at Dindigul Railway Station in the Headquarters town of my Constituency. Drinking water is not available at this Station which is assuming more importance as a busy nodal station especially after the linking up of Dindigul with Karur. Drinking water is a basic need and amenity. Hence I want to appeal to the hon. Railway Minister to take adequate steps to get water supply either from Ambaturai Municipality to Tamaraipadi at a cost of rupee one core.

We are living in a modern communication era. In this year's Budget much has been said about the optimum utilisation and enhancing the revenue of Railways. Improving the Optical Fibre Cable Control Communication System between Dindigul and Coimbatore with an allocation of Rs. 5 crore shall be a step in the right direction. This will ensure safe and efficient traffic which is the primary concern of the hon. Railway Minister. Hence I urge upon the Railway Ministry to accord importance to provide Rs. 5 crore to an improvised Optical Fibre Cable Control Communication System between Dindigula and Coimbatore which would give several benefits as a fall out giving a boost even to the information technology sector.

The existing metre-gauge line between Dindigul and Coimbatore needs to be widened at the earliest. I urge upon the hon. Railway Minister to take up gauge conversion of Dindigul-Coimbatore section. The Minister may kindly accord top priority to it to enable industrial spread in my Constituency. I also request her to extend the present passenger train running between Madurai and Dindigual upto Palani, the famous pilgrim centre of the Tamils. It should be converted as a passenger train between Madurai and Palani via Dindigul. The Minister may do well to consider this request.

While stressing for an improvised rail traffic with guage conversion, I would like to lay stress on phasing out level crossing especially the ones situated on the National Highways. Between Dindigul and Palani in NH-7 near Kurumpapatti, there is a need to have a road over-bridge. This would ease out congestion seen at present at least in five level crossings on this road.

Sir, Thirumangalam is an important in my Constituency juxtaposed between three neighbouring districts. But several important trains like Madurai-Guruvayur Express, Nagercoil-Tirupati Express, Howrah-Kanyakumari Express and Bangalore-Tuticorin Express do not have a stoppage there. Likewise, Sholavandan Station also needs to have stoppage of the last three of the trains enlisted by me just now. The hon. Railway Minister may kindly consider to provide stoppage of these trains both at Thirumangalam and Sholavandan. I would like to emphasise that this would be a remunerative more benefiting the public in a big way. Vadipatti Station may be provided with a loop line to enable crossing facilities during peak traffic.

Last but not least, I would like to draw the attention of our dynamic Railway Minister to take new railway line project with adequate fund allocation for laying new railway line between Dindigul and Sabarimala via Periyakulam, Theni, and Kumuli. Necessary procedural survey has been completed and yet the project is pending. I would like to impress upon the Railway Minister to initiate early action to accomplish a new rail-route linking Tamil Nadu, especially the southern districts with Sabrimala which is a famous pilgrim centre. The presiding deity, Lord Ayyappa is a deity with a secular tradition drawing people from all walks of life cutting across communal barriers. I fervently hope that our Railway Minister would consider to implement this new railway line project linking Dindigul with Sabarimala.

I would like to point out to the hon. Railway Minister the widespread discontent in the minds of the people of Tamil Nadu. Not much has been announced except restoring of a weekly train and extending the destination of another train. Only two gauge conversion projects have been announced. There are several demands for laying of new railway lines but they have been ignored and people of Tamil Nadu feel sidelined. We have nothing against our Railway Minister favouring few State like West Bengal but let us ensure uniform growth and progress of Railways all over India.

With these words, I conclude.

[Translation]

*SHRI A.P. ABDULLAKUTTY (Kanpur): Respected Chairman, Sir, Hon. Railway Minister's Budget speech had sent such singals to the State of Kerala, that thousands of people, irrespective of party politics, expressed their protests vehemently. The State Assembly moved a motion against the discriminatory attitude of the Central Government. Railway Minister's unfair treatment of the State has cut headlines in all the major Malayalam dailies.

Kerala's rail development scenario is really pathetic. My constituency has only a 48 kms long railway line. But in this short stretch there are 10 railway gates. These are on the busy National Highway No. 17. Dear Mamataji, hundreds of accidents victims have breathed their last

*Translation of the speech originally delivered in Malayalam.

[Shri A.P. Abdullakutty]

and hundreds of sisters have delivered their babies on their way to hospitals while waiting at such level crossings. In fact, I want to make it very clear that the difficulties caused by the lack of overbridges are so acute that immediate attention is needed to start their construction.

Sir, keeping in view the urgency of the situation, Kerala State Government with the assistance of NABARD has come forward to construct overbridges at nodal points, but this will never become a reality without liberal and adequate Central funding. So, I request the Hon. Minister to fund our railway overbridge projects kindheartedly.

Now, let me confine myself to the issues of my constituency. Sir, Kannur is a major station in beween Calicut and Mangalore stations, through which a number of trains run everyday. With the Konkan line being operational, the need for more platforms is felt. Hence, I request you Madam, through you Sir, to allot funds for the construction of additional platforms in the station to avoid congestion.

People of my constituency have a humble and simple request to you Madam about the construction of foot overbridges at Chirakkal, Kannur City and Pappinisserry. Their request can be met with a meagre allocation, which I hope the Hon. Minister will consider favourably.

Another important aspect I would like to bring to your attention is the lack of railway booking counters in Wynad district. An out-agency may please by sanctioned in Mananthuady to put an end to hours long travel of the people in the area to book a train ticket.

Last but not the least is the sad plight of the catering staff in Railways. They are the most ill treated group in Railways. They do not have any job security and they work under the constant threat of being dismissed. They do not have any defined service rules. They never enjoy any service benefits. So, Madam, I think, being a kindhearted lady you will share my concerns for them and do the needful.

Constraints of time have forced me to wind up my speech and once again I request you, Madam, to consider our demands and to mitigate our grievances.

*Sir, at the outset, let me thank you for giving me an opportunity to participate in the debate on the Railway Budget, 2000. Keeping in view the time constraints, let me voice the concerns of my constituency without venturing onto general concerns.

My constituency has a 54 km. long railway line extending from Pazhayangadi to Muzhippilangadi. It will be surprising to know that in this small stretch of 54 kms., there are ten railway gates. Of these, three are on the busy NH 17. These level crossings create real bottlenecks to the road traffic and road passengers get stranded for hours at such points putting themselves to untold miseries. It is true that a token amount has been sanctioned for three major overbridges in Chovva, Nadal and Muzhapilangadi. But, I am constrained to say that it is too paltry a sum and request the hon. Railway Minister to allocate at least Rs. 5 crore each for these projects to enable their speedy completion. Moreover, the existing old gates should be replaced with new collapsible ones.

The on-going doubling work in the Shornur-Mangalore line which goes through my constituency is moving on a snail's pace due to insufficient funding. Therefore, my humble submission to the hon. Railway Minister is that adequate funds may be sanctioned for this project.

People of my constituency have a humble and simple request to you Madam, to fund the construction of foot-overbridges at Chirakkal, Kannur city and Pappinissery. Their request can be met with a meagre allocation which I hope the hon. Railway Minister would consider this favourably.

Another important issue which I would like to bring to her attention is the lack of railway booking counters in my constituency. So, an 'out-agency' may please be sanctioned in Mananthavady to put an end to the difficulties of the people in that area in booking a railway ticket.

Of late, there was a proposal to close down the Pappinissery Railway Station and I request the hon. Minister to stall such a move.

I may also be permitted to submit that the Coimbatore-Mangalore fast passenger may kindly be rescheduled in its old route, that is, from Calicut to Mangalore and the connecting bogies which we once had for the Hyderabad bound passenger trains in the Shornur-Mangalore sector be sanctioned again, keeping in view the inconvenience caused to the passengers.

Thalasserry-Mysore line has been a long cherished dream of the people in that area for which the survey had been conducted long back. This line which connects two major Sates may be made a reality rather than a dream.

*This part of the speech was laid on the Table of the House.

Another important point which I would like to raise is about Kannur Railway Station. It is a major station in between Calicut and Mangalore. With the Konkan line becoming operational, the need for new platforms is felt very badly in order to avoid congestion in the railway station. Hence, I request you to allocate funds for the construction of additional platforms in the station.

Let me also take this opportunity to request the Minister to sanction a day time express train between Chennai and Mangalore and another on the Mangalore-Bangalore route.

Last but not least is the sad plight of the catering staff working in the railways. They are the most ill-treated group in the railways. They lack job security and are forced to work under constant threats of being dismissed. No defined service rules are there for their help. They do not enjoy any benefit from their employers. I want to make it very clear that I am deeply concerned about them and hope that being a Minister with a philanthropic bend of mind, she would do justice to them.

With these words, I conclude.

SHRI MOHAN RAWALE (Mumbai South Central): Sir, sister Mamata has had the credit of presenting the first rail budget of India in the millennium year. I would like to congratulate her for this and also for not increasing the passengers fare. Atleast Rs. 15 thousand crore are needed for gauge conversion of railway lines. In view of the present shape of the railway tracks and outdated trains there is every likelihood of accidents. Therefore, I would like to congratulate the people who are running the trains successfully against all odds. The Government should bear this burden. I would like to table my speech but like to raise two-three points about Mumbai. Please hold talks on MEGT project. With the World Bank team where is likely to come here on March 20th.

KUMARI MAMATA BANERJEE: That has been cleared.

SHRI MOHAN RAWALE: O.K. but please hold talks with them and implement that. I have been a member since 1991.

KUMARI MAMATA BANERJEE: I shall do that.

SHRI MOHAN RAWALE: Thank you madam, but please get it done as soon as possible. Secondly please examine soon the point of constraints of Mumbai corporation where is likely to be set up by you. Only three days ago, the first ladies' special train was introduced in Mumbai. When a train accident occurred on April 13, 1993, 37 women died out of burn injuries just for no fault of their own. There was a communication gap between guard and driver but out of fear the women jumped out of the train. I had raised this problem last time also. I have been raising this issue since the days of Shri Narasimha Rao when he was the Prime Minister and Zafer Sharief Saheb who was the then Minister of Railways. I am requesting time and again to provide them compensation since they have not been given that as yet.

KUMARI MAMATA BANERJEE: Please meet me in this regard.

SHRI MOHAN RAWALE: Last time also, you had uttered the same words. Madam, I request you to visit Mumbai and see the poor state of urban rail line. You have taken a good decision to buldoze jhuggies built along the railway lines but the owner jhuggies built up before 1995 should be provided alternate sites. Due to it Mumbai-Belapur, Mumbai-Thane, Mumbai-Parvel, Mumbai-Mankot all Delhi bound trains are affected. These are not only my demands but the demands of the entire country.

Marathi should get priority. Likewise, Tamils in Tamilnadu, Gujaratis in Gujarat and Malayalis in Kerala should get priority and their languages should be the medium of education and that subject should be compulsory. Marathi is not bing given proper regard. It should be given regard.

Stalls should be given to local people. Being a woman Minister, you should provide these stalls to women or to the family members of the Jawans who have been killed in Kargil. I want to raise many issues. After tabling the speech, it is mentioned in the synopsis that the speech has been laid on the Table of the House. It should not be so but. If it should be covered in the synopsis that I delivered speech. That is what I have been feeling for the last 15 years.

I had raised the matter regarding kho-kho last time also and you had assured that kho-kho team was under selection. But, despite a decision taken by you and the Chairman of the Railway Board, kho-kho team could not be finalised. I shall lay on the table of the House my speech containing many such issues.

01.33 hrs.

[MR. SPEAKER *in the Chair*]

*Sir, Indian Railways have played pivotal role in the economic development of India but in view of pace of development Indian Railways will have to face an

*This part of the speech was laid on the Table of the House.

[Shri Mohan Rawale]

important challenge in the coming years. If we have a look at the development of railways during the last 5 years, we will find that in comparison to passenger traffic, there has been a nominal increase in the rolling stock of railways. It indicates that there is a heavy pressure on the existing rolling stock of the railway. Railways need Rs. 15,000 crore for the renovation of old rolling stock. With the decreasing budget support and amount of funds mobilised through Nikhar project, Railways have to depend upon external as well as its internal resources. Also the burden of loan on Railways is increasing.

I would like to thank sister Mamata and the present Government for increasing the budget support but the amount so increased should be properly utilised. I would also like to thank the hon. Minister of Railways because in spite of developmental requirements of Railways and financial resource crunch, she has not touched the passenger fare and has effected only slight increase in freight charges. I would like the Minister of Railways to complete various railway projects in time and make important time bound projects and complete them.

Sixty percent passengers travel in sleeper class and the express trains. Therefore, special attention should be paid to their provision of facilities for them. The amount earmarked for passenger facilities, should be utilised fully.

I welcome the hard decisions taken by Kumari Mamata Banerjee to cut the undesirable expenses. I would like her to take take steps to eradicate the corruption rampant in Railways. Under her bold leadership not only the corruption prevalent in Railways will be uprooted but morale of Railway employees would be boosted. She can do this work by rewarding the sincere employees and by punishing the corrupt ones.

Now, I would like to dwell on the problems related to my home state Maharashtra. Marathwada and Vidarbha regions of that state are still under-developed. Now after the completion of Konkan Railways, the pending projects of Marathwara and Vidarbha should be completed in a time bound manner. In my Parliamentary constituency, there is need of a food bridge from Lower Parel, Delight Road to Sanmel Industrial State.

My suggestions are as follows:

Railways should take steps to increase its income. Railways should curtail its unnecessary expenditure.

Railways should accelerate its process of renewal of its old rolling stock.

Railways would have to broaden its rolling stock base and expand its track network in the coming years keeping in view the increasing goods and passenger traffic and economic growth rate of 7-8 percent.

Corruption prevailing in railways have to be eradicated.

Railways have to expand its internal resources base. It should be least dependent upon external resources so that it is not burdened by the debt.

Railways would have to revise its investment policy keeping in view new projects.

In view of the crunch of resources railways have to implement its ongoing projects at the earliest.

They should be taken up at priority.

Railways top officials should have regular meetings with this subordinate officers. Besides, surprise visits should also be made.

The recommendations of Khanna Committee should be implemented at the earliest in order to minimise the number of rail accidents.

Railway can improve its functioning by increasing its productivity, capacity and through high technology.

MUTP Plan for Mumbai at a cost of Rs. 6 crore should be implemented. A team of World Bank is coming. Delay would increase its cost. MUTP has to be implemented at the earliest for the benefit of sub-urban passengers of Mumbai. A prompt decision has to be taken in regard to eviction of Jhuggies near railway licence site. The projects for new rail lines for Mumbai-Bela, Mumbai-Thane, Mumbai-Panvel and Thane-Belapur, Bhankhurd are not being implemented.

The jhuggies evacuees may be rehabilitated in consultation with the Government of Maharashtra.

The proposed railway corporation for Mumbai may be implemented expeditiously. The people of Maharashtra should be given priority for the appointment in railways. They should be permitted to take examination in Marathi. Marathi language should be made compulsory. People from Maharashtra should be appointed in Railway recruitment Board.

The candidate should be a resident of Maharashtra well versed with Marathi.

We people make a number of points and suggestions which should be responded. We do not get response to our questions and suggestions from GM and DRM of Western Railway. I request through you, Sir that our problems should be solved. Mamata ji visits Mumbai and if she pay a visit to harbour, she would know how dirty and poorly managed trains and bogies are being run there. Chairman, Railway Board has recently been to Mumbai and he must be aware of it. I want the things to be improved.

If Mumbai sub-urban corporation of railway issue bonds. The people of Mumbai suburb would go in for them.

I have been raising this issue time and again that there is a Mahalaxmi bridge here which has been under construction for past few years and it is not yet complete. People have to take a circuitous route due to it. This bridge should be properly repaired and made operational at the earliest. There is a nower parel station in my constituency. A foot bridge need to be constructed from Lower Parel to Sanmi upto Gala industrial Estate if a bridge from across is constructed, it would benefit people to go across.

There is a railway station, Chinchpokti under central Railway. If a bridge linking delight road with Jimkhana is constructed at station, it would greatly benefit people. There is Shivdi station in harbour land under central railway. An overbridge should be constructed at Shivdi station. A large number of accidents take place here. I have been demanding it. I also want to contribute for this bridge from my MP local area development fund. However, General Manager, Mumbai under central railway has not issued no objection certificate to this effect so far. A foot bridge from Kari road to Delight road Maharashtra High School need to be constructed.

There is a Dakio road and Bhay kala pool in my constituency which are a source of trouble. This problem should be addressed to. Konkan Railway have been started. However, people of Konkan region are not benefited from it.

Mamata ji, a lady special train met a serious accident. It happened when a train started its journey on 13th October, 1993 and emitted smoke from inside train. Women jumped out of train and as a result 37 of them died. However, no compensation has so far been paid to them. Madam Mamata ji the families of those deceased should be paid compensation. In my constituency and Mumbai the majority of population consists of Telugu people. They have to change two trains to reach Nanded, Muthgarh to Nizamabad meter gauge line should be converted into broad guage. Mumbai Prachaya Padmawali Mahasabha has also approached rail authorities in this regard. We had requested the Minister of Railway when she visited I want that a train should be started from here. I request you to implement all projects expeditiously forwarded to the Ministry of Railway by the Government of Maharashtra.

Centre has to pay Rs. 50 crore to the Government of Maharashtra. I demand that as per the agreement between police, the Government of Maharashtra and Ministry of Railway the amount must be paid at the earliest. Regional languages must be given priority all over India. All circulars issued by railway must be in regional languages under western and Konkan railway, the regional languages are not being used. Hence, the local people are facing difficulties. I, therefore, request that regional languages and in our region Marathi should be given priority.

Mamataji, a train accident took place in Mumbai on 13th October, 1993. One of bogies got fire and more than 37 women jumped out of running train to death. However, their families have not so far got any compensation. This lady special train started from Mumbai. We had met the then Railway Minister Sh. Jaffer Sharief and the then Prime Minister, Sh. Narsimha Rao and raised this issue.

Mamataji, more than 60 lacs passengers travel by sub-urban trains. They have to face a lot of difficulties The ticket window as the station is found shut always. No person has been posted at the window counter. It is open only when staff is available. There are a number of such complaints. A large number of accidents take place at Shivandi station. Accidents can be avoided if a rail bridge is constructed at Gate No. 7. Number of persons have been killed in these accidents.

Mamataji I have been raising the issue of Mahalaxmi railway bridge for last seven years. You should visit Mumbai. I would like to tell people who are under impression that trains are running properly in Mumbai that they are in bad condition. Coaches are without lights and fans. They are not cleaned. If one is hit by a stone and he catches AIDS, the other people may also get infection the windows of coaches are broken.

Madam Mamataji, 7-8 years ago it was decided some people may be engaged in Mahalaxmi Printing Press as apprentices, but the same has not so far been implemented. We protested against it and thereafter people with the apprenticeship of 8-10 years got jobs in railway. Recently 103 people were to be recruited However, gross violations of rules have taken place. It is

[Shri Mohan Rawale]

a serious matter. People should be called through employment exchnages. I had met additional G.M. of Employment Exchange. He told that the name of persons registered in the employment exchange have been forwarded for last five years while it has not been in existence for last five years.

It is a serious matter. Gujarati people in Gujarat, Bengali in Bengal, Malayali in Kerala and Tamil people in Tamilnadu should get priority. There was a clause in the recruitment rules to the effect that one can write his paper in regional language. When a person wrote his paper in Marathi he was not given priority. Call letters were sent under 'care of address'. They have violated the rules.

Hon. Chairman, Sir, injustice has been meted out to Marathi people, norms have been violated during recruitment. All these things should be enquired into. 5,000 labourers at Parel Workshop had gone on tool down strike. These labourers faced the warth and their wages for two days were deducted. I would request the Railway Minister to restore payment of wages for two days. Marathi language should get priority. All States are giving priority in their language such as Malayalam in Kerala and Bangla in Bengal is given priority.

Hon. Chairman, Sir, in the end I would request the Railway Minister that she should direct the General Manager to conduct a meeting of people there and if our report is correct then this issue should be resolved. We have been making this point for the last 7 years. Sir, I am grateful to you for giving opportunity to speak.

*SHRI ASHOK PRADHAN (Khurja): I commend this Railway Budget presented before this House by the Railway Minister of the Government headed by Bhartiya Janata Party and heartily congratulate the Prime Minister Shri Atal Bihari Vajpayee and Railway Minister. This railway budget would not only benefit some special categories of people but all common people would be benefited.

I am happy to get an opportunity to speak in the discussion on Railway Budget. Through this House, I want to draw attention of Hon. Railway Minister towards some important problems of my Parliamentary Constituency and I would request her to resolve them.

Hon. Chairman, Sir, Bulandsahar district is a very backward area of Uttar Pradesh and it is also a district headquarter of my Parliamentary Constituency, Khurja. I am representing Khurja Parliamentary Constituency in Lok Sabha for the third time. Although earlier this district touch the border of East Delhi before the creation of Ghaziabad and Gautam Budh Nagar districts which comprise Noida and Greater Noida, yet most of this area was part of Bulandsahar district. Geographically this district had Yamuna river on one side and on the other side Ganga river touches it. The world renowned atomic plant Narora. This district has famous historical towns and places comprising Karnawas, Rajghat, Anupsahar Avantika Devi etc. having ancient history and a place called Kaleaam at Bulandsahar district headquarter is very important place. here freedom fighters had sacrificed their lives gladly during the freedom struggle. But most of the area of this district became part of Ghaziabad and Gautam Budh Nagar districts from time to time due to various circumstances, even then the whole area is fully dependent on each other.

In Bulandsahar district, only Delhi-Howrah main line goes via Khurja junction and the district headquarter is 25 Kms. away from there and this route is not suitable for a person going to headquarter. There is no direct train service for Delhi. But there is a loop line at Khurja junction for Meerut and only two trains, run on it, one of them is Meerut-Allahabad Express known as Sangam Express. This service is night service but there no other long distance passenger or express trains on this line. The second train is Khurja-Meerut shuttle but this service is unprofitable for the department because its starting time is inconvenient for going to offices and court etc. Khurja-Meerut train service starts from Bulandsahar Headquarter at 6 A.M. for Meerut.

Other train services in district Bulandsahar are negligible, for Dibai a train service starts from Aligarh district, it goes towards Muradabad etc. Residents of Bulandsahar district had great hopes from the Railway Minister, they hoped some train services would be provided to this district but they have been disappointed and now they are expecting that their representative would make efforts to get certain facilities even now. After considering some suggestions given by the people of the Constituency. I felt that some of them are quite just and I am presenting them before the House.

After making some change in the timing of Khurja-Meerut Shuttle, it can be changed into Tundla-Saharanpur passenger. Tundla junction is a major junction of North-India and trains going in various parts of the country shop here and similarly Saharanpur is also major junction. With the introduction of this train various railway stations in rural areas including Baral station and Maman station would undergo improvement in their present condition and rural people will get more facilities. Increasing few compartments in the existing train and improving the track

*Speech laid on the Table of the House.

would be enough for introducing this railway service. Railway Ministry would not have to bear extra burden for providing this service. Second suggestion is for introduction of circular train. It should start from Delhi junction and then go via Khurja junction to Bulandsahar city, Hapur and Ghaziabad and come back to Delhi junction. This train should run via Khurja junction and Hapur at one time and its operational schedule should be such that persons going to their offices in Delhi and Ghaziabad may reach their offices in time. This train also can become an essential service for Bulandsahar district. This service can also be very helpful in checking the increasing population of Delhi. Introduction of these services must be considered.

Sir, a village called Khabra is situated between Khurja-Ghaziabad. Railway had constructed block hut on this railway line but later on, villagers of this village had built platform at 'Block Hut GG' with the assistance of other people of the village. Village people had borne expenditure for constructing the platform. This work was completed about four years ago but still despite completion of all works, this station has not been named and ticketing facility has not been provided till date. Because Khabra station lacks ticketing facility so only few trains stop here.

The poor people who put hard labour to build that station have been deprived of the above facility for want of nomination and ticket distribution facility. It is a great injustice to the people of my Parliamentary constituency. Therefore, the Government should remove the difficulties of residents of village Khabra at once by issuing necessary instructions in this regard.

Trains starting from Bareilly and bound for Chandausi, Rajghat and Aligarh are running with four coaches only for the last two months while there used to be eight coaches earlier. As a result, passengers particularly children, old people and women have to face a lot of inconvenience. Therefore, immediate instructions should be issued to attach eight coaches to the above train at the earliest.

The Bareilly-Dadar express passes through Chandausi, Rajghat and Aligarh. It arrives on Saturday and departs on Tuesday. Rajghat is an ancient place of pilgrimage between Chandausi and Aligarh where thousands of pilgrims come from far-off places to have a holy dip in Ganga. But the Bareilly-Dadar express does not stop at Rajghat, as a result which passengers particularly pilgrims have to face a lot of inconvenience. Therefore, in view of importance of Rajghat for pilgrimage, instructions should be issued for the halt of Bareilly-Dadar express at Rajghat-Narora station in the interest of the rural people.

My parliamentary constituency Khurja is very adjacent to Delhi. A large number of people from my parliamentary constituency travel to Delhi by train daily. Keeping in view this point, the people of my constituency have been demanding for the halt of all express trains at Khurja city and for starting Delhi-Shuttle from Khurja city instead of Khurja junction. But no visible progress has been made in this regard. I, therefore, request the Government to take concrete steps soon to provide halt to all the express trains at Khurja city and to start Delhi-Shuttle from Khurja city and make arrangements to attach two additional coaches to Sangam express from Bulandsahar.

The people of my parliamentary constituency have been demanding for a long time introduction of a direct train service from Bulandshahar/Khurja to Lucknow and I also have raised this issue in the House time and again. But this important demand has not been accepted so far due to which there is great resentment among the people of my parliamentary constituency. It is so because the residents of Bulandshahar/Khurja have to go to either Hapur or Delhi if they want to go to Lucknow. As a result, they have to suffer wastage of time and money both. Therefore, the hon. Minister of Railways should take appropriate steps to link Bulandshahar/Khurja with Lucknow after considering the important demand of my parliamentary constituency sympathetically.

Survey has already been conducted to link NOIDA/ Greater NOIDA falling under my parliamentary constituency and adjacent to Delhi with Railway Network. The survey report is under consideration of the Government but due to unnecessary delay in its implementation residents of the constituency are experiencing great difficulties. I request the Government to take immediate action on the survey report and after linking NOIDA/Greater NOIDA with Railway Network make arrangements for Ring Railway and Metro railway service on the pattern of Delhi.

Survey has been conducted for constructing a new railway line for Meerut/Bulandshahar/Khurja-Zevar-Palwal but no progress has been made since then. I request the Government to take appropriate action for the construction of this new railway line soon.

This is no ticket distribution facility at Khanpur railway station falling under my parliamentary constituency, Khurja due to which passengers of the area are experiencing great inconveniences. The Government should take immediate action to provide ticket distribution facility there. Platform as well as ticket distribution center has already been constructed there but ticket distribution service has not yet started.

[Shri Ashok Pradhan]

District Bulandshahar in parliamentary constituency, Khurja tops among the milk producing districts of the country.

Large quantity of milk is supplied from this District to Delhi but no proper train facility is available from this district to Delhi. If new trains are introduced for Delhi after making Chola station a junction, it will not only ensure milk-supply to Delhi but also help the milk producers of District Bulandshahar in my parliamentary constituency Khurja heave a sigh of relief.

Not taking much time of the House, I would like to thank again the NDA Government under the leadership of BJP that its Railway Minister has presented a good rail budget and I hope that the hon. Minister of Railways would resolve the problems raised by me after considering them sympathetically. I and the people of my parliamentary constituency will remain grateful to the BJP & NDA Government for this.

*SHRI PUNNULAL MOHALE (Bilaspur): I want that the following points may be included in the Railway Budget:

Less amount has been allocated for Bilaspur Railway zone of Madhya Pradesh. It should be raised upto Rs. 10 crore.

Chief Administrative officers office has been shifted somewhere else, so it should be restored.

A new Railway recruitment Board should be set up at Bilaspur.

Hirakund Express running between Bilaspur and Nizamuddin should be provided a stoppage at Pendra Road.

A stoppage be provided at Bilha station for Samath Express.

Two additional general bogies be attached to local trains going towards Bilaspur station.

A stoppage to Chirmiri-Bilaspur passenger be provided at Salka station.

Construction of an overbridge at Bilaspur Chuhchuhiya Para be taken up at the earliest and fund should also be allocated for this purpose.

Construction of an overbridge at Uslapur station be sanctioned.

*Speech laid on the Table of the House.

Construction of an overbridge at Tifra level crossing be sanctioned.

Survey work for laying new railway line at Mandla Bilaspur Road was scheduled to be completed in 1999, but it has been extended to 2001. The said survey work be completed by 2000 and proposal be sent to the Planning Commission.

A footpath overbridge be constructed at Velgahna station.

A new local train be introduced between Anup Pur and Bilaspur.

A new superfast train be introduced between Bilaspur and Lucknow.

A special drive should be launched for filling up vacant posts in all grades reserved for scheduled castes and scheduled tribes.

*SHRI RAM CHANDRA BAINDA (Faridabad): I thank you for giving me an opportunity to speak on the Railway Budget.

At the outset, I would like to congratulate Railway Minister Km. Mamata Banerjee for presenting her first Railway Budget. This budget has taken care of the passengers as there is no increase in passenger fare. It is a commendable step.

Though there is nominal increase in freight charges but essential items like foodgrains, sugar, kerosene, fruits, vegetables and many other items have been spread.

One thousand job opportunities have been reserved for the dependants of the martyrs of Kargil war that took place in the previous year. Widows of the martyrs of Kargil war have been given special concession in railway travel. Girl students upto twelfth class have been provided the facility to travel free in trains.

Now, I would like to give some suggestions in regard to my Constituency, Faridabad (Haryana). The southern part of Haryana is known as Mewat. It is a backward area and railway facility is very much required to be increased in this area. Such demands have been raised in the past also. A survey to lay railway line from Riwari to Palwal has already been contructed. Further action should be taken to get the work of laying railway line done at the earliest. This would help in the development of southern backward area. I had also raised this issue before.

*Speech laid on the Table of the House.

I would like to draw your attention towards the problems being faced by the daily commuters at Faridabad. The trains there are usually overcrowded. The daily commuters have to travel in the trains either standing or by clinging to the foot boards of the trains. More number of trains are required to be introduced there. Sanitation is also in very bad condition at Faridabad station. Drinking water should also be provided at the platfroms. So, necessary steps are required to be taken up, by paying attention be these things. Proper sitting arrangements should be provided for waiting passengers.

Faridabad is an important industrial city of north India. There are a number of large and small scale industries here where people belonging to various states are engaged in works. A number of Mail and Express trains pass through Faridabad but they do not have stoppage at Faridabad station. I request that stoppage should be provided to these trains at Faridabad station so that the passengers of Faridabad may board trains for their respective states at Faridabad station itself. With this facility, they would not be required to waste time and money in coming to Delhi and catch the train and they may also not have to face difficulties.

In order to check the incidents of rail accidents, railway crossings in large numbers should be manned. There are a number of unmanned railway crossings in my Constituency A subway should be constructed at the main crossing in old Faridabad. An overbridge be constructed between Palwal and Aligarh Road as traffic remains disrupted there for about four hours. The farmers have to waste a lot of time and money to carry their yield to the mandi. An overbridge be constructed between Ballabhgarh and Sohna at Sohna railway crossing. I demand that these demands should be met.

A railway workshop should be set up at Faridabad which would provide jobs to the unemployed youths of this area. A research centre should be set up at Faridabad to do research in modern technology. Arrangement should be made there to impart training to the railway employees. Railway equipments, tracks, bogies, wagons, communication system and monitoring system should be modernised. The number of RPF should be increased to check theft of a goods in the railway and to streamline the safety system.

More facilities be provided to the employees of railways in regard to medical facility, education and accommodation.

I thank you for giving me an opportunity to speak.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): I am grateful to the hon'ble Members who have given good suggestions. These suggestions are operational part of the railway. As per rules I cannot get these works done quickly. Had we been able to do so we would have been glad.

[English]

SHRI N.N. KRISHNADAS (Palghat): Please speak in English.

KUMARI MAMATA BANERJEE: I will mix up both the languages because I spoke in English at the time of presenting the Railway Budget. You can switch over to interpretation. There is no problem. Hon. Members come from different parts of the country. I realise their sympathy.

[Translation]

I express my thank to everyone. It is the ethics of the Parliament to send it to the Standing Committee. The reply of the Standing Committee is of great importance for me, therefore, I cannot give a final reply. But I am trying to speak on 2-4 points. It is true and quite visible that all the cities and villages should be provided rail link and it is the responsibility of each and every Member of Parliament to strive for the expansion of railways in their respective constituencies. As regards our own conscience, we can work only within the framework of existing system.

[English]

I am sorry to say that we cannot satisfy every Member because of financial constraints and other operational requirements. Railways run every day about 12,000 trains. It is a fact that some incidents have taken place in which the Railways have become the soft target of terrorists and militant groups. Not only that, whenever there is political hungama, the trains are being burnt.

[Translation]

The situation is that the trains are burnt and completely destroyed. One one side, we are trying to save money by adopting austerity measures and on the other, lots of money is wasted in one day on such things. This is not happening only in Bihar, wherever it happens, we have to use a lot. I would appeal to the Hon'ble Members to understand the fact that today I am here in the Ministry and tomorrow I may not be here.....

[Kumari Mamata Banerjee]

[English]

But the Railways will continue to serve this country. Railways are not only the main lifeline of this country, but also the main communication system for the people of this country. So, let it continue that way.

[Translation]

Therefore, I would like to appeal to you that though you may be right. It is not possible to satisfy all the states and there could be communication gap.

[English]

It is a fact that we cannot satisfy everybody all the time. In spite of it, we are trying our best to accommodate all the States.

[Translation]

I would say that the demands or the points raised by the hon'ble Members would be examined. Small demands like setting up of computerised reservation centre, construction of fly-overs or provision for stoppage to trains ahve been raised. I would say that we cannot provide stoppage to trains on all stations.

[English]

Then the superfast train will become a passenger train. We want bettern trains. At the same time, you will appreciate that long-distance trains should be superfast. If we provide stoppage at every station, then there is no need for long-distance trains, and there is no need for superfast trains.

I request the hon. Members to look into two or three matters. The first one is in regard to the pending projects.

[Translation]

As regards the demands which have been made, we cannot meet all those demands due to financial constraints. We have only 3-4 months will till now.

[English]

This is the difficulty. It is a very difficult task. Earlier also, I have mentioned in this august House that the Railways are being neglected since long from the safety, security and economic points of view. You will appreciate the fact after one recent incident involving the British Railways-British Railways are private Railways-the British Government provided them financial assistance, which in Indian currency amounts to Rs. 21,000 crore. In our country, this time, the Government increased the Plan allocation by Rs. 1,000 crore, and we did not pay dividend this time. Whatever, the Khurana Committee recommended has not been provided.

I am grateful to Shri Priya Ranjan Dasmunsi, Shri Vaiko and other people. There was a meeting of leaders of various political parties and all of them unanimously supported it. The views expressed by the Railway Convention Committee, the Standing Committee and other Committees of this House are not being accepted. But for the first time, I am happy to inform you that the Railways have been given the status of infrastructure.

It was not there earlier. So, sometimes it has to be pursued. I am happy that the Railways have been declared as an infrastructural sector. I am happy about it.

Sir, At the same time, there are some problems for the Railways regarding the on-going pending projects. Yes, sometimes, some people say as to why so less money has been earmarked for these projects. I am sorry for that. But what to do? I do not have the money. What can I do about it? Sometimes to revive the projects we provide the money. That is all right.

Hon. Members from Tamil Nadu told me that this time that there is very less Budget provision for the State of Tamil Nadu. But this is not a fact. I would like to mention here that last year the Budget provision for the State of Tamil Nadu was Rs. 206 crore. But this time it has been raised to Rs. 225 crore. They have to appreciate this. We try our best, but maybe, that they need more. I appreciate their point.

Sir, our friends from the State of Orissa said that their State was being neglected. They are not being provided with sufficient funds. But I would like to mention here that the Budget allocation for the State of Crissa last year was Rs. 228 crore and this year it has been increased to Rs. 267 crore. I requested the hon. Members from Kerala to come to my Office and we could sit and decide. After that I convened a meeting; talked to them and we have decided something. I would announce the decision here. This is my commitment. Moreover, the Budgetary allocation for Kerala last year was Rs. 199 crore, but this time it is Rs. 202 crore. So, it has not been decreased. Rather, it has been increased. The hon. Members could ask something to me and I would tell them. That is a different thing.

Sir, I would like to make a point regarding the Udhampur-Srinagar Railway line. Our friend from the State

of Jammu & Kashmir mentioned about it. The estimated cost of the project, when it was announced, was Rs. 2500 crore. What was said then? It was told that this money would be provided from outside of the Railway Budget. But that is not being provided. The then hon. Prime Minister, Shri Deve Gowdaji announced this project. When they decided something, they should have kept the provision for it. But that provision has not been kept. What will I do? Even then, I have provided Rs. 100 crore for this Project from the railway Budget. I have provided Rs. 100 crore for this Udhampur-Srinagar railway line from our Railway Budget.

Take the case of Punjab. Nobody asked anything from me. But the Budgetary allocation for the Chandigarh-Ludhiana line last year was Rs. 10 crore only. This time we have increased the allocation for this line to Rs. 30 crore. It so because we know that all these States, like Jammu & Kashmir, Punjab are the heart of India. We cannot deprive anybody. If there is any communication gap, if there is any lacunae, we can rectify them. There is no problem in that.

Sir, I would also like to mention here that the Railways have become a soft target for the terrorists and extermists. It is very much visible. I would not blame the common people. It is because of the common people that we are able to run the trains. But the problem that we have is the problem of security. Some hon. Members vociferously raised the issue about the GRP and the RPF. Now, I would like this august House to take a decision as to who should be looking after the safety and security of the Railways. Somebody suggested that the GRP should be abolished. Let me say that I do not have any objection to it. But some State Governments may not like it. That is why, I convened a meeting of the DGs and the Chief Secretaries of different States and we have set up a Task Force. They would submit their report. After that, I would like to request the hon. Members to take a concrete decision in the matter. It is because safety and security is the main area of concern for the passengers and we have to look into it. I would once again like to request the hon. Members to take a strong decision in the matter and whatever they will decide, I would accept it.

Sir, Shri Priya Ranjan Dasmunsi mentioned about the Gaisal train accident and also about the All Party meeting convened by me. I am grateful to him for this speech. About the Gaisal accident, I would like to submit that one part of the enquiry is being conducted by the Roy Committee and the criminal aspect of the accident is being enquired into by the CBI. I can assure the House that whenever the Report is submitted, I would table the Report as quickly as possible-there is nothing hide and seek in this matter-and whosoever is responsible for it would be taken cognigence of.

Sir, I would like to mention a point about punctuality. There are reasons for it. I do not want to disclose all those things here.

[Translation]

It is also true that the old coaches and obsolete system have not been updated. This is what I have seen and I would say that these have not been updated. Some trains have been provided video telephone connection from 1st June. We can communicate any time whenever required. We can also connect it to. Internet but the problem is that if we have to wants 7000 stations. It is not feasible and it required a lot of money. We are into the 21st century now. I donot want to hide anything. I would like to say that we have proposed in this Budget to set up computer reservation centre at 80 places, but demands raised in this regard by the Members will be examined.

[English]

In regard to construction of fly-overs, 50 per cent is with the State Government and 50 per cent is with the Central Government. We sanction the projects jointly with the State Governments and the Central Government. Wherever the State Governments agree, we will take action. There is no problem on that count.

In the Railway Budget this time we did not increase passenger fares. I believe that if we do not increase passenger amenities, we should not increase passenger fares. In some stations, even drinking water is not available. Medical facilities are not available and there are no passenger amenities at all. Let us do this job first. When we succeed in this, we can go in for hiking the passenger fares. I do not believe in the philosophy that Railways can stand up on their own feet by just hiking the passenger fares. We are adopting innovative methods in this direction. One of them is the creation of OFC. In Indian Railways, we have 62,000 route Kilometres in the Railways. The House will be happy to note that we have made a commitment in this regard. We have already advertised for the technical consultancy service and all those things. We will go in for these 62,000 route kilometres. By this project, the Railways will be able to connect all the railway stations through Internet. Through OFC we can earn more money for the Railways. Though I kept a provision of only Rs. 500 crore for this prupose in the Budget, ultimately it will be more than that. That money will be utilised for the purpose on development, implementation of project and ensuring safety and security of passengers. That is our plan.

Somebody questioned as to why we were thinking of selling the land of the Railways. We are not going to

[Kumari Mamata Banerjee]

sell the land of the Railways. For commercial utilisation of land, we are only giving the right of way and nothing else. This also is in joint venture.

[Translation]

At the moment we welcome even the private parties.

[English]

If any State Government is ready for a joint venture with the Railways, we welcome it. The joint venture with Mumbai Vikas Corporation has been cleared and it is already in process. The Chief Minister of Andhra Pradesh requested me for a provision of Rs. 150 crore for the completion of hightech gauge conversion of Mudked-SecunderabadJankhavempet-Bodhan line. This is also under consideration The Chief Minister of Tamil Nadu also requested us for connection of Chennai Central and Chennai Egmore railway stations by elevated broad gauge lines. That is also under consideration. I appeal to all the State Governments to come forward with development projects. I assure this House that whenever the State Governments come forward with such projects we will take appropriate action so that developmental projects do not lag behind.

[Translation]

People want rail link, money, in lieu of land, compensation and rehabilitation too, but is it pssible for the Railways alone to bear all these burdens? For the socially desirable projects, people should appeal to the State Governments also to share the responsibility. I will also appeal to the State Governments in this regard. If the State Governments provide us land, we can provide more fund to the project with the money saved under the 'purchase of land' head.

[English]

Shri Laxman Seth expressed the doubt as to whether this money would be utilised or not. Shall I tell you the real stroy, Sir? I did not want to disclose all these things. When the project started, the land cost was only Rs. 5 crore. It became Rs. 28.99 crore now. Railways have deposited all the money with the State Government but they are not giving us the land. Let this be known to the House. Why are they not giving us the land? They asked us for money and we gave them the money. We are asking for the land but they are not giving us the land. It should be a two-way line. Cooperation should come from the other sectors also. If the private sector comes forward to help the Railways, we would also help them. We are looking forward for participation by others as in the case of Pipawah Port. For Pipawah Port-Surendranagar line, a private party came forward. They are spending two-thirds of the money and we are giving one-third.

Yes, of course, we will welcome this project. What Andhra Pradesh, Tamil Nadu, Karnataka, Mumbai or any other States are doing about such projects, we will welcome that. We will always welcome that.

Sir, several hon. Members mentioned about the RRB, restructring, corruption, auction, training of employees, rolling stocks. Here I want to add only one line that as per the budget provisions, this time we are giving orders for 23,000 wagons. So, it is not that rolling stock is less.

Sir, about the Konkan Railway also we have provided Rs. 200 crore. Even at the other stages we have to give money because in the Konkan Railway, the Indian Railways have 51 per cent equity. We are doing it.

My hon. Colleague Shri P.R. Dasmunsi talked about the Radhikapur-Barsiganj gauge conversion. He said that we cheated him. No, not at all. We will include it and give top priority to it. There will not be any problem. He also mentioned about some other small things. Of course, we will look into them.

Sir, to our friends from Kerala, we made a commitment. After the Budget, we discussed with them and they asked for some provisons. Here, I want to tell them that Mangalore-Trivandrum will be started after December, 2000 when the capacity works are completed. Similarly, Pune-Ernakulam Express will also be started in May, 2000. In addition to that all port train extension upto Trivandrum, as announced in the Budget, will be started by November, 2000. My hon. Colleague, Shri Ramesh Chennithala specially asked me that one frequency should be raised for Howrah-Trivandrum. I want to tell him that it is under examination. They should be happy to know that Mumbai Central-Trivandrum Express and Howrah-Trivandrum Express are now stopping at Amalapur, as demanded by them. The new train between Pune and Ernakulam will be introduced in the first week of May, 2000. Similarly, as desired by my friends from Kerala, Bilaspur-Cochin Express is also being routed via Kottayam.

Sir, we have also the capacity building programme. I have directed that maintenance capacity works at Trivandrum should be completed by November, 2000. I had stated about extension of these four trains upto Trivandrum, in my Budget speech also and we will start them going upto Trivandrum thereafter. Similarly, a proposal for increasing the line capacity in Ernakulam,

Kottyam and Kayankulam, is also under process. I will see to it that this project receives immediate attention of the Railways so that additional trains could be introduced in Kerala. Doubling from Quilon to Trivandrum would be completed by the end of this month. With this facility, double line will become available between Trivandrum and Chennai. They are having three new projects. But two are not cleared by the CCEA. I will pursue that case of the CCEA for clearance. This time we have not included any project which is not cleared. They are very much cleared by the CCEA. All the other formalities will be completed this time. This is why we have taken up 11 projects. Sir, I have to discriminated anybody. Out of 11 projects, we have one project each in Bengal, the North-East, Tamil Nadu, Andhra Pradesh, Gujarat, Punjab and also in some other States.

About Uttar Pradesh, of course my friends have raised some valid points. But if I should have known it before the Budget.

[Translation]

This could have been helpful to us. They could have consulted and talked to us. Had they done so, we could have done something. Whatever has been said here about Uttar Pradesh, we would certainly examine that. I had met many people before this budget, but whatever has been said now that has to be examined and I will certainly do that. I want that the railway facility should be made available to all.

[English]

SHRI P. MOHAN (Madurai): But what about Madurai-Mumbai Express?

[Translation]

KUMARI MAMATA BANERJEE: That has already been done and has been announced in the Budget.

[English]

Hon. Members from Orissa have also asked for some projects. I will give a reply on this matter when I give the final reply to the Budget debates. While some hon. Members have asked for one project other hon. Members have asked for another. We will consider these demands and take a decision. I will come up with my reply on these demands later on.

SHRI RAMESH CHENNITHALA (Mavelikara): Madam, you spoke about three projects for Kerala. What are they?

KUMARI MAMATA BANERJEE: The Angamali-Sabarimala line will get the priority. The two other projects have not yet been cleared. I will pursue the matter with the CCEA to get them cleared. Once they are cleared, we will give priority to those projects also....*(Interruptions)*

SHRI KODIKUNNIL SURESH (Adoor): This line should be extended up to Punalur.

KUMARI MAMATA BANERJEE: It is very difficult for me to accept all the requests now. You express your views and let us examine them....*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI (Raiganj): In the Speaker's constituency, people have not seen a rail engine since Independence....*(Interruptions)*

KUMARI MAMATA BANERJEE: Is it so?....*(Interruptions)* The hon. Spaker did not say anything. I also did not know that.

The hon. Speaker gives us the inspiration to fight for the people. i want to convey my heartiest gratitude to all the voters of the constituency to which the hon. Speaker belongs because we are discussing the Railway Budget now and he is helping us to get it passed. We are really gratefull to him. Though he cannot ask for anything, we have to do something for him because he deserves something.

With these words, I conclude my reply and request that the Demands for Grants may be passed.

SHRI KODIKUNNIL SURESH: Sir, I could not get any assurance regarding the extension of the Angamali-Sabarimala line to Punalur....*(Interruptions)*

MR. SPEAKER: Hon. Members, please take your seats.

SHRI N.N. KRISHNADAS: Madam, in that meeting, you had committed for extension of the Nizamuddin-Coimbatore Express up to Shoranur.

KUMARI MAMATA BANERJEE: I said that if the hon. Member from that constituency agrees, it will be considered. I talked to that hon. Member but he has not agreed to it. So, how can it be done?...*(Interruptions)*

SHRI P.C. THOMAS (Muvattupuzha): Why should an hon. Member oppose to this?...*(Interruptions)*

MR. SPEAKER: Hon. Members, please take your seats.

[Mr. Speaker]

I shall now put the Demands for Grants on Account (Railways) for 2000-2001 to vote.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending the 31st day of March, 2001, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 1999-2000 to vote.

The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 2000, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 10, 13 and 16."

The motion was adopted.

02.00 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL*

[English]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2000-2001 for the purposes of Railways.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2000-2001 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: I introduce** the Bill.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2000-2001 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2000-2001 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

02.02 hrs.

APPROPRIATION (RAILWAYS) BILL*

[English]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further

*Published in the gazette of India extraordinary Part II, section 2, dated 14.3.2000.

**Introduced with the recommendation of the President.

*Published in the gazette of India extraordinary Part II, section 2, dated 14 3.2000.

sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways.

MR. SPEAKER: The question is:

"The leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE: I introduce** the Bill.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways, be taken into consideration."

MR. SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums and out of the Consolidated Fund and India for the services of the financial year 1999-2000 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

KUMARI MAMATA BANERJEE: I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. SPEAKER: The House stands adjourned to meet again today at 11 a.m.

02.03 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 15, 2000/Phalguna 25, 1921 (Saka).

Corrigenda to Lok Sabha Debates

(English Version)

Tuesday, March 14, 2000, Phalguna 24, 1921 (Saka)

Col./line	For	Read
(iii)/22	Dr. Ramanaidu Daggubatia	Shri Ramanaidu Duggubati
(vi)/01	Shrimati Jaishree Banerjee	Shrimati Jayashree Banerjee
135/03 332/14	Shri Tejveer Singh Chaudhary	Ch. Tejveer Singh
52/10	Delhi Nil Nil 20.00(2)	20.00(1)
82/08 (5)	1397.00	13927.00
82/26 (5)	9138.00	9538.00
82/08 (6)	2932.60	2923.60
152/16 (4)(from below)	39.02	38.02
152/15 (6)(from below)	737.94	737.84
160/6 (from below)	38.71	38.11
162/3 (8) (from below)	336.30	346.30
168/14	8.00	88.00