

LOK SABHA DEBATES

(English Version)

Eleventh Session
(Fourteenth Lok Sabha)



Gazettes & Debates Unit
Parliament Library Building
Room No. FB-025
Block 'G'

Acc. No.14.....
Dated...10 Nov 2008.....

(Vol. XXVIII contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 80.00

EDITORIAL BOARD

P.D.T. Achary
Secretary-General
Lok Sabha

A.K. Singh
Joint Secretary

Hamam Dass Takker
Director

Vandana Trivedi
Joint Director-I

Prabhakar Mohanty
Joint Director-II

Shallesh Kumar
Assistant Editor

[ORIGINAL ENGLISH PROCEEDINGS INCLUDED IN ENGLISH VERSION AND ORIGINAL HINDI PROCEEDINGS INCLUDED IN HINDI VERSION WILL BE TREATED AS AUTHORITATIVE AND NOT THE TRANSLATION THEREOF.]

CONTENTS

[Fourteenth Series, Vol. XXVIII, Eleventh Session, 2007/1929 (Saka)]

No. 9, Thursday, August 23, 2007/Bhadra 1, 1929 (Saka)

SUBJECT	COLUMNS
ORAL ANSWERS TO QUESTIONS	
*Starred Question Nos. 162-165	2—34
WRITTEN ANSWERS TO QUESTIONS	
*Starred Question Nos. 161 and 166—180	35—57
Unstarred Question Nos. 1568—1797	57—394
PAPERS LAID ON THE TABLE	394—398
MESSAGES FROM RAJYA SABHA AND BILLS AS PASSED BY RAJYA SABHA	398—399
PUBLIC ACCOUNTS COMMITTEE	
Fiftieth and Fifty-third Reports	399
COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES	
Twenty-third Report	399—400
COMMITTEE TO INQUIRE INTO MISCONDUCT OF MEMBERS OF LOK SABHA	
First Report	400
MOTION RE: FORTIETH REPORT OF THE BUSINESS ADVISORY COMMITTEE	400
TRADE MARKS (AMENDMENT) BILL, 2007	401
SUBMISSIONS BY MEMBERS	
(i) Re: Need for intervention by Indian Government to free the historic Gurudwara Bhai Tarru Singhji in Lahore, Pakistan from the forceful occupation of the fundamentalists and miscreants	
By Shri Sukhdev Singh Dhindsa	401—410
(ii) Re: Need to include Bhojpuri language in the Eighth Schedule to the Constitution	
By Shri Prabhunath Singh	410—430

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

SUBJECT	COLUMNS
MATTERS UNDER RULE 377	
(i) Need to improve and augment the telecommunication services in Amreli Parliamentary Constituency of Gujarat Shri V.K. Thummar	430
(ii) Need to establish a Central University and an ITI at Gumla/Lohardaga in Jharkhand Dr. Rameshwar Oraon	431
(iii) Need to construct roads in the remote and strategically important border areas of Arunachal Pradesh Shri Kiren Rijju	431—432
(iv) Need to accord the status of a Central University to Guru Ghasi Das University, Bilaspur, Chhattisgarh Shri Punnu Lal Mohale	432
(v) Need to provide employment to volunteers of Uttarakhand who were trained in Gorilla warfare by the Government Shri Bachi Singh Rawat 'Bachda'	432—433
(vi) Need to open a LPG outlet at Ramganj Mandi, District Kota, Rajasthan Shri Srichand Kriplani	433
(vii) Need to introduce 'one rank-one pension' in Army Prof. Prem Kumar Dhumal	433—434
(viii) Need to ensure maternity benefit to working women in unorganized sector Shrimati Minati Sen	434
(ix) Need to establish early warning system for prediction of geological upheavals taking place in the Bundelkhand region of Uttar Pradesh Shri Rajnarayan Budholia	434—435
(x) Need to sanction adequate funds for Mahanadi River Cruise Project and take it up as a Mega Circuit with a view to give momentum to tourism in the region Shri B. Mahtab	435—436
(xi) Need to provide financial relief to the people affected by flood in Kolhapur and Ichalkaranji region of Maharashtra Shrimati Nivedita S. Mane	436
(xii) Need to construct additional bridges on National Highway No. 60 from Kharagpur to Sonakonia in Paschim Medinipur district of West Bengal for improving drainage system in the region Shri Prabodh Panda	436—437

SUBJECT

COLUMNS

- (xiii) Need to provide financial assistance for media campaign of promoting renewable source of energy by the Central Government through the 'Total Energy Security Mission' launched by Government of Kerala

Shri Francis K. George 437

- (xiv) Need to set up a Central University in Kerala in the honour of Shri Mannathu Padmanabhan, a great social leader

Shri P.C. Thomas 437—438

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS)— 2007-2008

Prof. Prem Kumar Dhumal 438—446

Shri Kirti Vardhan Singh 446—447

Shri Braja Kishore Tripathy 448—459

Shri K.V. Thangakabalu 459—463

Shri Rajnarayan Budholia 463—464

Shri Amitava Nandy 464—467

Shri Bhanwar Singh Dangawas 467—468

Shri Mohan Singh 468—472

Shri Vijoy Krishna 472—476

Shri Atma Singh Gill 476—477

Shri Anandrao Vithoba Adsul 477—479

Shri Bikram Keshari Deo 479—480

Prof. Chander Kumar 480—481

Shrimati Usha Verma 481—482

Shri Sugrib Singh 482—484

Shri Suravaram Sudhakar Reddy 484—488

Shri Thawar Chand Gehlot 488—490

Shri M. Appadurai 490—493

Shri Ramesh Dubey 493—494

Shri Jai Prakash 494—497

Shri Ramji Lal Suman 497—498

Dr. Tushar A. Chaudhary 498

Mohd. Mukeem 498—500

SUBJECT	COLUMNS
Shri Sanat Kumar Mandal	500—501
Shri P. Karunakaran	501—504
Shri Ganesh Prasad Singh	504
Shri Pralhad Joshi	505—508
Shri Lalit Mohan Suklabaidya	508—510
Shri Prabhunath Singh	510—513
Shri Vinod Khanna	513—514
Shri Munshi Ram	514—515
Shri P.S. Gadhavi	515—518
Shri Rayapati Sambasiva Rao	518—520
Shri Harikewal Prasad	520—521
Shri Ravi Prakash Verma	521—523
Shrimati M.S.K. Bhavani Rajenthiran	523—525
Shri Paras Nath Yadav	526
Shri Suresh Waghmare	527—528
Shri Shailendra Kumar	528—529
Shri Ram Kripal Yadav	529—535
Shri Hansraj G. Ahir	535—537
Dr. Laxminarayan Pandey	537—541
Shri V.K. Thummar	541—543
Shri Shankhlal Majhi	543—545
Prof. M. Ramadass	545—548
Shri M. Shivanna	549—551
Shri Alok Kumar Mehta	551—553
Shri K. Subbarayan	553—554
Shri J.M. Aaron Rashid	554—558
Shri Francis Fanthome	558—560
Shri Tapir Gao	560—562
Dr. Ramkrishna Kusmaria	562—564

SUBJECT	COLUMNS
Shri Haribhau Jawale	564—565
Shri Brahmananda Panda	565—567
Shri Santasri Chatterjee	567—569
Shri Kinjarapu Yerrannaidu	569—571
Shri Ravichandran Sippiparai	572—573
Shri Ganesh Singh	573—576
Shri Dahyabhai Vallabhbhai Patel	576—579
Shri N.Y. Hanumanthappa	579
Shri Devwrat Singh	579—581
Shrimati Kalpna Ramesh Narhire	581—582
Shri Chengara Surendran	582—583
Shri E.G. Sugavanam	583—586
Shri Avinash Rai Khanna	586—588
Chaudhary Bijendra Singh	588—589
Prof. Rasa Singh Rawat	589—592
Dr. Babu Rao Mediyam	592—593
Shri P.C. Thomas	593
Shri Hiten Barman	594
Shri Kiren Rijju	594—595
Shri Kishan Singh Sangwan	595—598
Shri Ramswaroop Koli	598—599
Shri Madhu Goud Yaskhi	599—600
Shri Ramdas Athawale	600—602
Prof. Mahadeorao Shiwankar	602—603
Dr. R. Senthil	603—604
Shri Santosh Gangwar	604—611
Shrimati Pratibha Singh	611—612
Shri B. Vinod Kumar	612—614
Shrimati Susmita Bauri	614



SUBJECT	COLUMNS
Shri Bhanu Pratap Singh Verma	614—616
Dr. Karan Singh Yadav	616—619
Shri Pannian Ravindran	619—620
Shrimati C.S. Sujatha	620—621
Shri Kharabela Swain	621—625
Dr. Prasanna Kumar Patasani	625—626
Chaudhary Lal Singh	626—629
Shrimati P. Satheedevi	629—631
Shri Ashok Argal	631—632
Prof. Chander Kumar	632—634
Dr. K.S. Manoj	634—636
Shri Manjunath Kunnur	636—639
Shri Sunil Khan	639—641
Shri Punnu Lal Mohale	641—645
Shri Lalu Prasad	646—658
APPROPRIATION (RAILWAYS) NO. 3 BILL, 2007	
Motion to consider	658
Clauses 2 and 3	660
Motion to Pass	660
ANNEXURE I	
Member-wise Index to Starred Questions	661
Member-wise Index to Unstarred Questions	662—668
ANNEXURE II	
Ministry-wise Index to Starred Questions	669—670
Ministry-wise Index to Unstarred Questions	669—670

OFFICERS OF LOK SABHA

THE SPEAKER

Shri Somnath Chatterjee

THE DEPUTY SPEAKER

Shri Chamjit Singh Atwal

PANEL OF CHAIRMEN

Shri Giridhar Gamang

Dr. Satyanarayan Jatiya

Shrimati Sumitra Mahajan

Dr. Laxminarayan Pandey

Shri Balasaheb Vikhe Patil

Shri Varkala Radhakrishnan

Shri Arjun Sethi

Shri Mohan Singh

Shrimati Krishna Tirath

Shri Devendra Prasad Yadav

SECRETARY GENERAL

Shri P.D.T. Achary

LOK SABHA DEBATES

LOK SABHA

Thursday, August 23, 2007/Bhadra 1, 1929 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

[*English*]

MR. SPEAKER: Shri Sukhdev Singh Dhindsa, I have got your notice on an important matter. As soon as the Question Hour is over, I will call you first. Please cooperate.

[*Translation*]

SHRI SANTOSH GANGWAR (Bareilly): Sir, They are staging dharnas even on the Ramsetu issue.
...(Interruption)

MR. SPEAKER: You will be allowed after the Question Hour.

[*English*]

Please sit down.

...(Interruptions)

SHRI RAMDAS ATHAWALE (Pandharpur): Sir I also want to speak. ...(Interruptions)

MR. SPEAKER: I can not even see let alone hear you.

...(Interruptions)

MR. SPEAKER: Please let me do something constructive. Please sit down.

[*English*]

MR. SPEAKER: Q. No. 161-Shri Magunta Sreenivasulu Reddy—not present.

Q.No. 162. Shri Hannan Mollah

ORAL ANSWERS TO QUESTIONS

Education and Employment for Minority Communities

*162. SHRI HANNAN MOLLAH: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government is contemplating any 'affirmative action' in favour of boys and girls belonging to minority communities in the spheres of education and employment;

(b) if so, the details of programmes proposed in this regard;

(c) the funds earmarked for such purpose; and

(d) the time by which such programme will be implemented?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) A statement is laid on the Table of the House.

Statement

(a) to (d) A programme of affirmative action for the minorities has already been announced. The Prime Minister's New 15 Point Programme for the Welfare of Minorities, launched in June, 2006, inter-alia, provides for enhancing opportunities for education and ensuring an equitable share for minorities in economic activities and employment by upgradation of skills through technical training and enhanced credit support for self-employment and special consideration to minorities in recruitment to government jobs.

The programme provides for earmarking for the minorities, wherever possible, 15% of outlays and targets of schemes included in the programme and considered amenable to earmarking. For 2007-08, Rs. 102466.07 lakh has been earmarked for the minorities under the schemes in this programme.

In addition, three scholarship schemes have been envisaged exclusively for the minorities viz. a merit-cum-means scholarship scheme for technical and professional courses at under-graduate and post-graduate levels, pre-matric and post-matric scholarship schemes. The merit-

cum-means scholarship scheme has already been approved and States/UTs have been advised to take further appropriate action. Besides, an exclusive coaching & allied scheme for minorities has been announced. The corpus of the Maulana Azad Education Foundation has been augmented and the equity of the National Minorities Development & Finance Corporation further increased in 2007-08 to enable it to expand its operations and coverage.

SHRI HANNAN MOLLAH: The reply given in the Statement is very sketchy. There is no concrete information about the expansion of education and scope of employment generation among minorities. I would like to know concretely about the expansion of minority education, especially Muslim girls. There is a serious need for the construction of maximum number of Muslim girls hostels. For imparting quality education, they need schools in minority areas. As far as technical education is concerned, Muslim minorities do handicraft works where they are concentrated. According to their needs, technical institutions should be set up in those areas.

Next comes the expansion of modern Madrasas, model syllabus, etc. Some sort of a sub-plan should be in place for the expansion of education. These are the concrete steps. But the Government generally comes out with the reply that we have this programme or that programme. Would the Government assure in regard to setting up of Muslim girls hostels, educational institutions, quality educational institutions, modern Madrasas? Would the Ministry plan in this direction? When will it implement the same? I would like to have an assurance from the Minister on this.

MR. SPEAKER: This is not the debate. You can only raise a question.

SHRI A.R. ANTULAY: I would like to reply that merit-cum-means scholarship has already been approved. Then, there are post-matric and pre-matric scholarship schemes. Not only that, the corpus of the Maulana Azad Education Foundation has been increased from Rs.100 crore to Rs.200 crore. Loans are given by the National Minorities Development & Finance Corporation at concessional rate. Of course, till now it is being done through the channelising agency, that is, States. We might have a relook at the scheme and also deal to some extent directly. All the information is available with me. If the hon. Member wants the details, I would supply the same. Otherwise, it would take a lot of time.

SHRI HANNAN MOLLAH: He did not assure about what I have raised. He just mentioned about some specific programmes. He repeated them.

MR. SPEAKER: This is not an occasion to give details.

SHRI HANNAN MOLLAH: I did not want the details. I wanted an assurance as to whether this work would be done or not. We are talking about minority development. In the context of the Sachar Committee Report—which is the guiding force among the minorities—I would say that the Report has generated a lot of hopes. If it is implemented sincerely, some benefits would reach the minorities. Employment is an area for which minority girls are running around. They are deprived of employment opportunities. What concrete plan the Government envisages to increase employment opportunities among the minorities? Is there any concrete plan or is it just a statement?

MR. SPEAKER: It is a statement, followed by action!

SHRI A. R. ANTULAY: Yes. As you know very well, so far as the Sachar Committee Report is concerned, the discussion is going to take place for which the notice has already been given. During the course of this Session, maybe during this month itself, the discussion will take place, which will be in-depth. Therefore, the hon. Member may not be disappointed about the targets, achievements and also about implementation.

So far as all these schemes to which I have referred are concerned, the implementation is in progress; it is not that it is not there or it is on the paper only; there is no scheme which is just on paper.

With regard to the outlay of 15 per cent, the Finance Ministry has said that today it is nine per cent of the entire outlay; within the next three years, it will come to 15 per cent. There is also a Monitoring Committee at the level of the Government—the Secretaries' Committee and the Cabinet. Therefore, not only the schemes are being implemented, they are also being monitored. There has already been one report by the Monitoring Committee comprising of Secretaries, which was submitted to the Cabinet.

Rome was not built in a day; and we are growing; I am sure that the hon. Member will be happy to know that within a year and 2-3 months' time, out of scratch,

the Department or the Ministry has actually not only been established, but it is on the track; and I think, the train will go straight ahead with speed.

SHRI IQBAL AHMED SARADGI: Sir, I would like to know from the hon. Minister, whether the corpus fund that has been allotted already to the Maulana Azad Education Foundation is adequate, as per the demands of the Minority Educational Institutions. Is there any proposal with the Government to enhance the financial assistance to Maulana Azad Education Foundation?

SHRI A.R. ANTULAY: I would like to assure the hon. Member that the corpus fund was raised from Rs. 100 crore to Rs. 200 crore, which was earlier much less. This year, it will be Rs. 50 crore more; so, it will be Rs. 250 crore. Within the next two years, I hope—I am rather sure—that it will go up to Rs. 500 crore. During the 11th Five Year Plan, our target is to make it Rs. 1000 crore. That is not a small gain for the Minority Educational Institutions.

[Translation]

PROF. RASA SINGH RAWAT: Mr. Speaker, Sir, people belonging to the minority communities have also joined the mainstream of society now. It is in the interest of the country that all get education and also get equal opportunities for higher education.

MR. SPEAKER: Please ask the question.

PROF. RASA SINGH RAWAT: Through you, I would like to know from the hon'ble Minister as to who is responsible for the backwardness of minorities in education. They are considered as only vote bank even after so many years of independence whereas attention should have been paid towards imparting education to their children or providing them opportunities for higher education, but they have been ignored all along.

I would like to know from the hon'ble Minister the steps being taken by the Government for the modernization of madrasas and to free them from talibanisation and for imparting modern science education there?

Mr. Speaker, Sir, I would like to ask another question.

MR. SPEAKER: This question of yours has also become very lengthy.

[English]

SHRI A.R. ANTULAY: Sir, I am happy that the hon'ble Member has raised this point. So far as modernization of Madrasas is concerned, that falls under the Ministry of Human Resource Development; they are at it and doing it very speedily.

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: The Minister replies on behalf of the Government. How can he say that this question is related to the other Ministry? He is also a Cabinet Minister. ...*(Interruptions)*

MR. SPEAKER: Ask him a question related to his department. ...*(Interruptions)*

MR. SPEAKER: You were also a Minister.

...*(Interruptions)*

MR. SPEAKER: A little bit of interruption is good, not much.

...*(Interruptions)*

[English]

SHRI A.R. ANTULAY: Thank you, Sir. There are nine schemes which are totally with the other ministries. We are monitoring them as a nodal Ministry. The hon. Member must know that this is not the Ministry which is going to take out certain portions from the Ministries concerned and then dominate over it. We are a nodal Ministry and we shall be monitoring them.... *(Interruptions)*

MR. SPEAKER: Nothing further is to be recorded without my permission. I have called Shri Ponnuswamy.

...*(Interruptions)* *

SHRI E. PONNUSWAMY: Sir, thank you very much for the opportunity given to me. I could see from the reply of the hon. Minister that a few lakh of rupees have been allocated for the improvement of education and employment for minority communities. After 60 years of Independence, the Government has now felt it fit to just allocate a few lakh of rupees for the upliftment of minorities. Our PMK Party under the leadership of

*Not recorded.

Dr. Ramadoss has already convened a State-level Conference demanding reservation for the minorities, especially Muslims and Christians. Even day after tomorrow, 25th August, 2007 on Saturday we are convening Mandal Conference demanding reservation for the upliftment of oppressed minorities.

MR. SPEAKER: Have you invited the Minister?

SHRI E. PONNUSWAMY: It is not just enough to dole out a few lakh of rupees thinking that this will suffice to uplift their lives. After 60 years of Independence we are in utter misery. This is a national concern. We were using them as a vote bank only and not coming to their rescue. I would like to urge upon the Government to think of contemplating serious step for giving reservation to the Muslims, Christians and other minorities.

PROF. VIJAY KUMAR MALHOTRA: No.
...(Interruptions)

SHRI E. PONNUSWAMY: You may not agree to it because ...*

MR. SPEAKER: Do not go beyond this Question.

...(Interruptions)

[Translation]

MR. SPEAKER: It has been expunged from the proceedings.

[English]

SHRI E. PONNUSWAMY: I would like to urge upon the Government to take concrete steps and give reservation to the minorities according to their population.

MR. SPEAKER: This does not arise out of the main Question.

SHRI E. PONNUSWAMY: Is it fit on the part of the Government, after 60 years of Independence.
...(Interruptions) It is our bounden duty to do it. I would like to know from the Minister the steps taken in this regard.

MR. SPEAKER: His Ministry is not concerned with the reservation.

...(Interruptions)

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: You give him strength he is weak man.

[English]

MR. SPEAKER: He is not concerned with it. You have to ask the other Ministry.

...(Interruptions)

MR. SPEAKER: I have allowed your supplementary which was not relevant.

...(Interruptions)

[Translation]

MR. SPEAKER: Nothing said by Shahnawaz ji will go on record.

...(Interruptions)

[English]

MR. SPEAKER: You cannot interrupt in every Question. You are a bright young man. Do not do this.

SHRI ASADUDDIN OWAISI: Sir, according to 2001 census, 19 per cent of the Indian population belongs to minorities and out of that 13 per cent are Muslim minorities. This Question talks about education and employment for minority communities. The Minister talks about 15-Point Programme. In that 15-Point Programme there are nine points which pertain particularly to this Question. There is a Review Committee which meets every quarter. Is the Minister satisfied with the implementation of 15-Point Programme by the States because there is no in-built mechanism wherein the Central Government can check the State Governments? The important point relates to employment. What is the policy of the UPA Government as far as 40 per cent priority sector lending is concerned? Is the Government going to earmark a percentage for minorities' loan? The problem over here is that the banks are not at all willing to give loans to the Muslims. They have earmarked areas of Muslims as 'Z' areas. What is his Ministry doing to ensure implementation by the State Governments and also for priority sector lending? This is a very important thing and I hope the Minister will reply to it.

*Not recorded.

MR. SPEAKER: Everything is important whether it is relevant or irrelevant. Is your Ministry concerned with this?

SHRI A.R. ANTULAY: Sir, I would like to reply to it. We are very much satisfied with the progress of our 15-Point Programme. It was announced only a year and a couple of months ago. It had to come through the procedure which could not be cut short. Let me assure the hon. Member that we are equally concerned, if not more, about all the population including minorities to which the hon. Member belongs. We would like to bring them shoulder to shoulder with all others so that they can be absorbed in the mainstream of the national life.

[*Translation*]

MR. SPEAKER: Shri Ram Kripal Yadav—You will keep quiet for the rest of the day.

SHRI RAM KRIPAL YADAV: Mr. Speaker sir, I always remain quiet.

The reply given by the hon'ble Minister in regard to the upliftment of the people belonging to the minority community is not satisfactory and I believe you would also agree to it. As per the latest information and the recommendations made by the Sachhar Committee and the Rangnath Misra Committee, the condition of minorities is not good, rather it is worse than the condition of the Scheduled Castes. It has been indicated particularly in regard to the education. Fatmi Committee was constituted to implement the recommendations of the Sachar Committee which made certain recommendations to the Government for the upgradation of minorities. I would like to know from the hon'ble Minister the time by which the Government are likely to take initiatives for the implementation of the Rangnath Mishra Committee and the Sachar Committee report and how rights of such a large community which has been neglected all along would be restored? How their condition would be strengthened in terms of education.

[*English*]

SHRI A.R. ANTULAY: As I just said, there is going to be a discussion in the House with regard to the Sachar Committee report. Therefore, at that time, all these points can be taken up. Not that they cannot be taken up now but I believe it will be much better when it could be said explicitly rather than implicitly as today.

MR. SPEAKER: Yes, it will be discussed.

SHRI A.R. ANTULAY: Since it is going to be discussed, I think we should refrain or at least I should refrain from saying anything in detail which I would want to. But one thing I would like to assure the hon. Member that we are very much concerned. There are 40 recommendations of the Sachar Committee. But we have accepted even the suggestions of Sachar Committee. This is all totalling to 76, out of which only three have not been accepted and the rest of all have been accepted, save one which is deferred. I think this is an exceptional thing which you will come to know when the debate takes place.

[*Translation*]

PROF. RAM GOPAL YADAV: Sir, delimitation is related to the education and employment of minorities. The teachers teaching in the educational institutions particularly associated with the minorities like the Madrasas are very low paid. There are no arrangements for proper education of children. Today, children belonging to the minority community study in Madrasas on a large-scale. Education is a subject under the concurrent list. Would the hon'ble Minister deliberate upon this suggestion or direct the State Governments so that Madrasas too might be included in the list of institutions receiving grant in aid on the lines of other institutions?

[*English*]

SHRI A.R. ANTULAY: Sir, it is a suggestion for action.

MR. SPEAKER: Shri Ramdas Athawale, you should ask a relevant question.

[*Translation*]

SHRI RAMDAS ATHAWALE: Sir, the percentage of education in the Muslim community is very low as per the reports of the Sachar Committee and the Mishra Committee. Antulayji has been made the Minister after the formation of a new portfolio for the minorities, it is a good step. However, I would like to submit that the Jamia Milia Islamia University that was established for Muslims does not enjoy the minority status. My submission is that Jamia University should be given the minority status with a view to boosting the education of Muslims. Similarly, the Government may please state about the schemes, if any, envisaged for the Buddhist communities which is also in minority.

MR. SPEAKER: Both the questions have been asked*

[English]

You can choose one supplementary to answer.

SHRI A.R. ANTULAY: I am of the personal opinion that the Jamia Milia Islamia is a minority institution. There could be no two opinions about it. The matter is now pending before the Commission appointed by the Ministry of Human Resource Development. This very point is there for a decision. Therefore, I think, I should not go into much detail about this.

MD. SALIM: The question of employment and education of minorities is of prime importance. They are an important section of the society and it is a question of how these people come out through access to credit, access to technology and access to education. Unfortunately, when we talk about it, the discussed is always reduced to what the Government has done for the Madrasas or for Talibanisation.

[Translation]

It is either side of the fence. But this is not the question. Education was particularly in regard to girls Education.

[English]

From this side, they say that we have appointed a Review Committee.

[Translation]

The discussion is on. The question is that the Government had promised in the common minimum programme that certain affirmative action would be taken for the development, education and employment of, particularly, Muslim minorities. Sachar committee is not the means to achieve an end, it has only shown a mirror to the Government on its achievements during the last sixty years. Now their time is running out. What they have done in concrete terms and not in mere tokenism. What they have done in the last one, two or three years for the improvements of the lot of the minorities, for imparting them modern and technology education and for

girls' education and what do they envisage for them in the forthcoming year?

MR. SPEAKER: No one, two, three would be allowed here, you can give him the required information

[English]

You can supply him with the necessary information.

SHRI A.R. ANTULAY: Whatever information the hon. Member wants, I can supply it to him and then, I am sure, the hon. Member, I would like to assure the House through you, would be more than satisfied about the fact that whatever has been achieved is not only on paper and is not a slogan, but actual action.

MR. SPEAKER: He said time is running out. You do not know how much time you have.

[Translation]

Growth of Food Processing Industries

+
*163. SHRI HARIKEWAL PRASAD:
SHRI V.K. THUMMAR:

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

(a) the percentage of growth achieved by the Food Processing Industry in the Tenth Five Year Plan;

(b) the percentage of growth achieved by this Industry so far in the Eleventh Five Year Plan;

(c) the reasons for the decrease in the growth of the Food Processing Industry; and

(d) the reaction of the Government thereto?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) A statement is laid on the table of the House.

Statement

(a) and (b) The rate of growth of food processing industries during the 10th Plan period has been as follows:

Values: Rs.crores

Food Processing Industries—Gross Domestic Product (food products and beverages)

Year	At current prices*	Growth rate (%)	At 1999-00 Prices*	Growth (%)
2001-02	36572		38059	—
2002-03	45146	23.4	43990	15.6
2003-04	51846	14.8	46386	5.4
2004-05	55772	7.6	47245	1.9
2005-06(P)	59281	6.3	49165	4.1
Average rate of growth		13.025		6.75

Source: Central Statistical Organisation.

The average rate of growth was @13.025% at current prices and @ 6.75% at 1999-2000 prices. The data for the growth rate during the current year in the 11th Plan is not available.

(c) and (d) The reasons for the decline in the growth rate of food processing industry include decline in availability of agri-horticultural produce from agriculture and allied activities, severe constraint of lack of required infrastructure facilities such as farm level Primary Processing Centres, Collection Centres, storage facilities, cold chain, transportation system of farm products from farm to market and processing centers, lack of proper backward and forward linkages and low capacity utilization of units.

In the 11th Plan, the Ministry proposes to implement a revamped Scheme for Infrastructure Development under which, it will give financial assistance for setting up of Mega Food Parks, cold chain infrastructure, value added centres and packaging centres. The Mega Food Park Scheme will provide backward and forward linkages as well as reliable and sustainable supply chain. The Cluster based demand driven approach will provide linkages from farm to market with linkages from local to regional level through Primary Processing Centres, Collection Centres, Strategic Distribution Centre-cum-Cold Chain at critical locations having Controlled Atmosphere storage and distribution centres where large quantities can be stored and supplied to distribution centres for fresh sale and to processing industries for processing. In the 11th Plan, it has also been proposed to continue assistance to

schemes for setting up of Food Testing Labs, Implementation of Quality Systems such as HACCP, ISO 9000, GHP and GMP Practices, Promotion of Research and Development, Capacity building and Human Resource Development and other promotional activities with higher levels of assistance. In addition, a new scheme for Upgradation of Quality of street foods has also been proposed to be implemented. The emphasis will be on building strong linkages with agriculture and horticulture, enhancing project implementation capabilities, increased involvement of private sector investments and support for creation of rural infrastructure to ensure a steady supply of good quality agri horticulture produce.

On the basis of Vision 2015 on Food Processing Industries adopted by the Ministry, an integrated strategy and action plan for the growth of food processing industry sector has been drawn up. The objective of the Strategy is to increase level of processing of perishable food from 6% to 20%, value addition from 20% to 35% and share in global food trade from 1.6% to 3% by 2015. The level of processing for fruits and vegetables is envisaged to increase to 10% and 15% in 2010 and 2015 respectively.

[Translation]

SHRI HARIKEWAL PRASAD: Mr. Speaker, Sir, in the reply given by the hon'ble Minister, he has stated that the average rate of price-rise was at 13.25% at current prices and at the rate of 6.72% at the 1999-2000 prices. The data of the growth rate for the current year of the 11th Plan is not available. Through you, I would like to

tell the hon'ble Minister that even today fruits and vegetables to the tune of Rs. three billion are getting perished. The European countries have made much progress in the food processing industries. It is very necessary to develop the food processing schemes for preserving pulses, foodgrains, vegetables and fruit from being perished. But the Government do not set up any targets for this. The growth rate registered by the Government is unsatisfactory. Though, assistance for modernization and expansion of food processing industries in the country is provided but the procedure adopted by the Government....

MR. SPEAKER: You put your question.

SHRI HARIKEWAL PRASAD: It is not proving helpful in ensuring its development. Through you, I would like to know from the hon'ble Minister the value in terms of rupees of vegetables and fruits which are getting rotten at present in the absence of development of food processing industries in the country and whether the Government have given any reaction in this regard?

MR. SPEAKER: It has covered both your supplementaries.

SHRI HARIKEWAL PRASAD: Sir, both have not been covered.

MR. SPEAKER: How does your question become so lengthy?

SHRI SUBODH KANT SAHAY: Mr. Speaker, Sir, we have drawn up a vision Document, it is true that around 33 percent of fruits and vegetables, amounting to Rs. 55000 crore get perished and much loss is suffered by the small and medium farmers, and it is as per the Macanji report. In view of it, we are treating it as a thrust area and are working on it. I would like to say that we have tried to set up at least 4000 new units during the tenth five year plan and around Rs. 10,000 crore are being invested on it. We are transferring all old schemes to new schemes during the eleventh five year plan so that Rs. one lakh crore of investment could be made on it upto the year 2015. We are requesting the State Governments also to formulate food processing industry policy at the State level so that we should be able to match with the double agriculture produce in future and get rid of the present position of mismatch in this regard. We are taking forward this entire scheme. The Union Government do not run any scheme on its own. We give

help to the State Governments or to the private investors. I can just say that we have evolved a way of providing much more facilities and assistance under the eleventh five year plan. It may be observed that during the last three years, we have made this sector tax less. We have abolished excise duty, custom duty on this sector and we are even requesting the State Governments to keep this sector at zero per cent under the VAT; because if we are processing two per cent fruits and vegetables and if it is altogether 6 per cent, then there is no reason for taxes to be imposed on this sector. We are requesting them also. Therefore, I can say that the matter for which the hon'ble Member is concerned is also a matter of concern for the Government also. We are carrying out more and more campaign in this direction, so that people may invest in this sector and earn because the Government are not asking for a single penny as a tax.

SHRI HARIKEWAL PRASAD: Mr. Speaker, Sir, the hon'ble Minister is reviewing the situation by holding dialogues with the State Governments. I would like to congratulate him for this. I would like to congratulate him for this. I would like to know the time by which Integrated Food Law is likely to be implemented?

SHRI SUBODH KANT SAHAY: Mr. Speaker, Sir, you are aware that there were 16 laws were in force and due to this industries in this sector were not being set up. We have enacted the legislation with the cooperation of the hon'ble Members in this very House and now the said legislation has been referred to the Health Ministry, which is nodal Ministry for this. But, we are making all out efforts in this regard and the hon'ble Prime Minister is also concerned that it should be got implemented at the earliest and an independent Autonomous Food, Quality and Standard Authority of India be set up.

SHRI V. K. THUMMAR: Mr. Speaker, Sir, through you, I would like to congratulate the hon'ble Minister for his doing so well for this Food Processing Industries sector. Shri Rajiv Gandhi had set up the Ministry of Food Processing Industries for promoting the utilization of processed fruits and vegetables as fruits and vegetables worth billions of rupees use to perish in the country. During the tenure of Shri Rajiv Gandhi, this Ministry worked very well, but today it is just granting money from outside for modernisation and expansion of food processing industries. For that also, the Ministry takes very long time. I would like to know from the hon'ble Minister, the number of applications for modernisation and expansion of food processing industries received during

the last three years by his Ministry and the number of applications on which action was taken within 6 months and the reaction of the Government with regard to keeping the applications pending for six months?

MR. SPEAKER: The reply to your lengthy question would also be lengthy now, please sit down.

SHRI SUBODH KANT SAHAY: Sir, in regard to modernisation, I would like to say that with effect from this 1st of April we have done decentralisation for the entire grant being provided. Now, there is no need for the applicant to approach the Union or the State Governments. The bank which will do appraisal of the project and grant loan, will also give grant according to that. It is a revolutionary step, because otherwise applicants faced a lot of inconvenience. On this day, I am in a position to say that my Ministry have cleared 800 applications within five months of this 11th Five Year Plan.

[English]

SHRI BIKRAM KESHARI DEO: Sir, it is an admitted fact that fruits and vegetables worth nearly Rs. 25,000 crore to Rs. 30,000 crore are decaying every year in the country, which could be preserved. If you see the Statement that was laid on the Table of the House, the highest growth rate in food preservation was achieved during the period of the NDA Government. It was done during the NDA Government. But after the UPA Government came into power, even though it announced the Horticulture Mission, why has the growth rate come down so much, to 7.6 per cent, then to 6.3 per cent?

Secondly, I would like to suggest that the process of fruit processing should start at the district level itself. There should be a proper linkage with banks and the NABARD so that the Self-Help Groups which are created in the villages could also go in for fruit processing. What has the Government to say about this?

SHRI SUBODH KANT SAHAY: As the hon. Member has rightly said, it is a fact that we are wasting lot of fruits and vegetables. That is why, to enhance the processing level from two per cent to twenty per cent, we are encouraging investment in this sector. This is a priority area for the Government. The NABARD is being given Rs. 1,000 crore kitty to refinance the banks. I can say that this is a priority area for us. We are focusing on this.

As far as the hon. Member's second question is concerned, earlier our concept was stand-alone one. Now, it is going to be a whole supply chain concept. We are taking care of these things from the farm gate to pack

house, to cold chain, to processing centre, to distribution centre, to backward linking, to forward linking, and to the retail outlet. This is a complete supply-chain and whole cold chain concept. I think the Planning Commission is yet to clear this. Once it gets the clearance, it will come.

[Translation]

SHRI RAGHUNATH JHA: Mr. Speaker, Sir, Bihar produces Lichi, Mango, Banana and vegetables on a large scale. But in absence of storage facilities, marketing facilities and lack of infrastructure, fruit and vegetable producers suffer losses to the tune of thousands of crores of rupees every year.

Mr. Speaker, Sir, I would like to know from the hon'ble Minister whether the Government have conducted any survey on the number of cold storages available in Bihar where these fruits and vegetables could be preserved and the sort of assistance the union Government intend to provide to Bihar Government loss of fruits and vegetables is not more.

MR. SPEAKER: There should be small questions and small replies.

SHRI SUBODH KANT SAHAY: Mr. Speaker, Sir, the Union Government had held a meeting with the investors in Bihar, in which Ministers and official of the State Government were also present. Our Ministry grants money for mapping in the State, the Secretary of our Ministry had asked in writing to the Chief Minister and Chief Secretary for a plan in this regard and had assured them that the Union Government are ready to give financial aid to them. I understand that if Bihar or all agriculture-based States of eastern India have to be saved, then they themselves have take a initiative in this regard. We are in constant touch with the Setate Government and after the floods are over. We will go there again to review the situation.

[English]

SHRI AJOY CHAKRABORTY: My question is almost the same. The kisans of the southern and northern parts of West Bengal are producing high quality Mangoes, Leechis, Jackfruit, Coconut, Guava and everything. But they have failed to utilize their production due to lack of infrastructure facilities.

MR. SPEAKER: He is asking for proposals from the State Government.

SHRI AJOY CHAKRABORTY: My pointed question to the hon. Minister is whether the Government has initiated any interaction or discussion with the Government of West Bengal for setting up infrastructure facilities and food processing industries in different parts of West Bengal-

southern and northern parts and also to provide sufficient and suitable financial assistance to the Government of West Bengal for setting up industry and infrastructure.

MR. SPEAKER: No repetition should be there.

SHRI SUBODH KANT SAHAY: I must say that I have got a very good response from West Bengal. I have interacted with the Chief Minister four to five times. I have seen his very deep interest in this sector. Your State of West Bengal is the only State which is having a separate Minister and Department for this sector. I have given eight Food Parks. I have given a lot of quality labs. I have also given training courses for the new classes, new entrepreneurs. So, these things are very much there. In Eastern India, I am hoping for a better focused attention on West Bengal.

MR. SPEAKER: There is little attention from Shri Ajoy Chakraborty!

SHRI LAKSHMAN SETH: The Government is providing grant for common facilities. The grant is inadequate. Also, the investors are not being attracted to invest in the food processing industries because VAT is continuing. May I request the hon. Minister to enhance the amount of grant for the common facilities in the Food Park? At the same time, I would like to know whether he has taken up the issue of withdrawal of VAT for better investment with various State Governments.

SHRI SUBODH KANT SAHAY: I must say that earlier we were giving Rs.4 crore in the Tenth Five Year Plan. It was less because it is costing almost Rs.30 crore for setting up one Food Park for common facility. In the Eleventh Five Year Plan, giving the name of Mega Food Parks with the tag of a supply chain, we are enhancing it to Rs.50 crore. This subject is still with the Planning Commission. On principle, everybody has cleared it. But it is a technical matter.

So far as VAT is concerned, I would request the Member of Parliament, particularly from West Bengal to use his good offices. The Chairman of the VAT belongs to that State. I am also requesting him to take up this case for zero to four per cent in the State's tax.

[Translation]

MOHD. SHAHID: Mr. Speaker, Sir, there is a condition laid down by the Government that subsidy will be provided for upgradation and modernization of food processing units only when a person avails the facility of bank loan and appraisal of plant and project is done. I would like to

know whether there is any policy under which subsidy can also be provided to a person who does not want to avail loan facility?

[English]

MR. SPEAKER: I have to reduce the number of supplementaries.

[Translation]

SHRI SUBODH KANT SAHAY: Mr. Speaker, Sir, this is basically done to ensure the validity and technical appraisal of the project as the State Government and Central Government have no role in this. Now we can do this through consultation. That too, our effort will be for those who do not want to take loan, however, we have taken this decision from the point of view of disbursement of loans from bank.

[English]

MR. SPEAKER: Henceforth, there will be three supplementaries.

Inflow of International Tourists

164. ⁺ SHRI MAHAVIR BHAGORA:
SHRI G. M. SIDDESWARA:

Will the Minister of TOURISM be pleased to state:

(a) the details in regard to target set to increase the inflow of international tourists and achievements made thereunder during the last three years alongwith State-wise expenditure incurred in this regard;

(b) whether the Government proposes to prepare State-specific special packages in this regard as has been done in the case of the North Eastern Region;

(c) if so, the details thereof;

(d) if not, the reasons therefor?

(e) whether the Government has announced group tour packages to attract foreign tourists; and

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

[English]

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (f) A Statement is laid on the Table of the House.

Statement

(a) The Ministry of Tourism has been making efforts to increase Foreign Tourist arrivals to the country through its promotion and publicity campaigns and through the activities of its Overseas Offices. Though no year-wise targets were set, the number of foreign tourist arrivals during the last three years is given as under:

Year	Foreign Tourist Arrivals (in million)
2004	3.46
2005	3.92
2006	4.45*

*provisional

The campaigns for promotion and publicity to promote and showcase India are undertaken by the Ministry of Tourism for the country as a whole. The expenditure in this regard is not incurred State-wise.

(b) to (d) No, Sir. However, the Ministry of Tourism extends Central Financial Assistance to all the State Governments/Union Territory Administrations for development and promotion of tourism. The project proposals that are complete in all respects are examined as per the Scheme guidelines and funds released on the basis of their inter-se priority and availability of funds under the respective heads. A statement showing the details of the Central Financial Assistance sanctioned to State Governments /Union Territory Administrations during the last three years is at Annexure.

(e) No, Sir.

(f) Does not arise.

Annexure

The State-Wise Tourism Projects Sanctioned by the Ministry of Tourism During the last Three Years of the Tenth Five Year Plan

(Rs. in lakhs)

Sl. No.	State/UT	2004-05			2005-06			2006-07		
		No of Projects Sancd.	Amount Sancd.	Amount Released	No. of Projects Sancd.	Amount Sancd.	Amount Released	No. of Projects Sancd.	Amount Sancd.	Amount Released
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	16	2827.19	2240.68	7	2615.82	1700.00	3	1540.56	1195.44
2.	Assam	8	986.03	766.22	10	2,140.00	1698.45	9	2453.39	1813.21
3.	Arunachal Pradesh	9	1325.50	927.96	10	2240.16	1655.21	12	1887.80	1497.24
4.	Bihar	7	1901.43	1527.71	3	1212.23	722.49	2	1937.29	974.59
5.	Chhattisgarh	6	1117.94	897.93	7	1775.59	1436.54	16	3540.17	2491.12
6.	Goa	3	110.00	38.00	1	10.00	8.00	0	0.00	0.00
7.	Gujarat	2	138.93	111.14	5	2011.58	1169.04	7	443.65	359.51
8.	Haryana	6	693.55	513.64	7	639.71	515.77	5	1836.16	902.39
9.	Himachal Pradesh	12	2680.00	2161.00	6	1645.00	921.00	8	1871.00	1226.13
10.	J&K	5	819.25	699.04	22	6,656.01	5320.31	29	5233.82	3392.90
11.	Jharkhand	2	945.91	756.72	5	1227.27	697.76	3	956.35	769.99
12.	Karnataka	12	2461.76	1937.37	8	1706.52	1001.21	4	1323.89	1081.81

1	2	3	4	5	6	7	8	9	10	11
13.	Kerala	10	2283.63	1820.33	13	4858.88	3889.90	18	4474.02	3441.61
14.	Madhya Pradesh	11	1595.19	942.21	12	3047.39	2419.54	10	3668.47	2797.75
15.	Maharashtra	10	1620.62	925.30	9	2075.04	1662.99	13	2839.05	2278.46
16.	Manipur	0	0.00	0.00	2	49.80	39.84	9	939.35	649.48
17.	Meghalaya	2	963.30	807.91	1	5.00	4.00	9	1435.29	1149.93
18.	Mizoram	6	1086.35	382.38	10	2273.41	1687.29	9	2613.38	2044.80
19.	Nagaland	7	2250.69	1413.40	9	2528.97	1873.17	8	2340.32	1862.51
20.	Orissa	8	1320.74	1059.38	10	2309.61	1586.44	13	2826.84	1974.66
21.	Punjab	7	724.68	581.47	5	1437.67	1150.13	13	3223.37	1968.68
22.	Rajasthan	13	2516.61	1375.07	7	2591.87	2086.40	8	953.84	763.06
23.	Sikkim	8	660.81	531.33	14	2844.56	2213.74	13	2609.42	1647.77
24.	Tamil Nadu	7	1308.92	705.83	19	4264.62	3007.68	11	1866.41	1496.87
25.	Tripura	1	20.00	16.00	3	716.26	569.43	4	291.27	96.01
26.	Uttaranchal	7	2199.96	1750.73	13	2738.00	2193.18	16	1907.50	1434.34
27.	Uttar Pradesh	9	1044.93	831.19	18	3905.23	3126.03	7	3329.06	2663.24
28.	West Bengal	10	513.04	407.43	5	989.35	792.48	10	2978.32	2195.35
29.	Andaman & Nicobar	0	0.00	0.00	1	6.25	5.00	0	0.00	0.00
30.	Chandigarh	3	467.00	373.60	1	13.70	13.70	2	15.00	14.00
31.	Dadar and Nagar Haveli	0	0.00	0.00	2	29.79	25.92	0	0.00	0.00
32.	Delhi	8	628.85	511.00	2	20.00	17.00	5	2400.09	1209.54
33.	Daman and Diu	0	0.00	0.00	4	262.28	208.61	0	0.00	0.00
34.	Lakshadweep	0	0.00	0.00	0	0	0	1	7.00	5.60
35.	Pondicherry	2	451.00	360.00	2	469.39	375.51	1	500.00	400.00
Total		217	37663.83	27371.97	253	61316.96	45793.76	278	64242.08	45797.99

Note—This includes the projects relating to Circuits, Destinations, Large Revenue Generating Projects, Rural Tourism (Software and Hardware) Projects, IT, Event, Fair & Festivals Projects.

[Translation]

SHRI MAHAVIR BHAGORA: Mr. Speaker, Sir, the hon'ble Minister in his reply has stated that the Ministry has been making efforts to increase in the flow of foreign tourist to the country through the activities of its overseas offices. Attracting tourists through publicity and propagation

is understandable, but I would like to know from the hon'ble Minister the details of overseas offices' activities through which the foreign tourists are attracted. .../(Interruptions)

MR. SPEAKER: Other questions will be taken up afterwards.

SHRI MAHAVIR BHAGORA: My question is related to this question only.

MR. SPEAKER: You will be given a chance to ask another question.

SHRIMATI AMBIKA SONI: Sir, we have launched a campaign called 'Incredible India' in domestic market as well as abroad, which runs, on the basis of different regions. It is a part of our effort to attract more tourists to India and promote domestic tourism, however, our 13 overseas offices keep themselves in touch with foreign tour and travel agents and provide information, which is available to them, to those who are interested in visiting India. Besides, Travel Trade Magazines, which influence the people a lot, also guide them to visit a particular place. Our tourist offices in other countries keep themselves in touch with such people. What I mean to say is that it is an effort we are making in different ways to attract tourists. You are aware that the number of tourists is increasing.

SHRI MAHAVIR BHAGORA: Mr. Speaker, Sir, the hon'ble Minister has stated that the Government will provide financial assistance to State Governments for development and promotion of tourism. I had asked about 3 years special tourist package, however, he has not mentioned anything about that package in the statement which he has made, however, mentioned about assistance being provided to various States on the basis of merits and demerits. The Government have provided assistance in proportion to the requirement of a particular State, however, there is a huge difference in the amount sanctioned and the amount released. I would like to know the reasons for this difference.

SHRIMATI AMBIKA SONI: Sir, no fixed amount is earmarked for every State. From our budget allocation, we try to provide assistance to every state for one destination under one circuit covering three destinations and also provide some money for fairs and festivals. It is quite natural that when bigger States send their projects, their requirement of funds for executing those projects is more. We have fixed the limit that we provide Rs. 8 crore for circuits, Rs. 5 crore for destination and up to Rs. 30 lakh for fairs and events. There are several States, which fail to send their projects every year. While considering the difficulty being faced by the States in preparing there projects, we are extending assistance through central Secondly, the difference which the hon. Member has pointed out is there because during the 10th Five Year Plan, we have sanctioned 80% funds for around 1100 projects. Some States complete their projects within the stipulated timeframe and we release full sanctioned amount to them.

Sir, several States are notable to complete their projects due to some reasons or take more time in completing their projects. We provide only 80% of the sanctioned amount to such States and it is only when the utilization certificate is given by the State Government, we release the entire amount. You might have seen that sometimes many States, due to land or some other reasons drop their projects. As a result of that their assistance is reduced.

These are the main reasons for which this difference, which the hon. Member has pointed out, arises.

[English]

SHRI G.M. SIDDESWARA: Mr. Speaker Sir, I have gone through the reply given by the hon. Minister and noted that the North-Eastern Region has been given so many projects, but in Karnataka the Union Government has neglected to take up the new projects and the inflow of financial assistance is very low. I do not find any genuine reason for this.

I would like to know from the hon. Minister what are the main reasons for neglect of Karnataka State.

MR. SPEAKER: Karnataka neglected!

SHRIMATI AMBIKA SONI: Sir, I am extremely sorry that the hon. Member should at all have an impression that Karnataka is being neglected, ignored or discriminated against. Let me tell you on the floor of this House that it is our Agenda No. 1 to make the Hampi Project which is spread over 144 sq. kms. equivalent of Taj Mahal in the South. ...*(Interruptions)*

SPEAKER: What is happening? This is very improper. She is answering.

[English]

You would not get reply merely by shouting.

SHRIMATI AMBIKA SONI: We have kept an enormous amount of money for Hampi and we have, in recent times, got the Government of India to agree to buy land from the farmers who continue to live within the complex of the Hampi monuments, which is something which has never been achieved so far.

Even from the reply that I gave, the hon. Member will see that in the year 2004-05, 12 projects were

sanctioned. Subsequently, the number of projects has become less. It is not because from our side there has been any hesitation to give these projects. These projects are given in consultation with the State Department of Tourism. ...*(Interruptions)*

MR. SPEAKER: Please do not interrupt. This is not fair.

SHRIMATI AMBIKA SONI: Their officials come to Delhi and draw up a priority. The hon. Member has suggested several projects. I, myself, have taken up those projects as suggested by the hon. Member with the officials of the Karnataka Government, but I cannot compel the State Government to draw up a priority according to my request. They have to do it according to their own natural strength and services.

SHRI A. KRISHNASWAMY: Sir, as per the Statement of the hon. Minister, there is a periodical increase in the tourist arrival in the country. At the same time, the sanction of Central funds to three States, particularly, Tamil Nadu, is declining. If you see the figures, from the year 2005-06 and 2006-07, the projects sanctioned and the amount allotted has declined. Further, there is a continuous shortfall in the sanctioning and releasing of the amount.

The hon. Minister has replied to the first question that this delay is due to the projects coming from the State Governments and due to land acquisition, etc. Sir, I have gone through the Statement and it is stated that in the year 2004-05, the amount sanctioned is Rs.37,663 crore, but released is Rs.27,371 crore. In the year 2005-06, the amount sanctioned is Rs.61,316 crore and released is Rs.45,703 crore.

MR. SPEAKER: All right. The details need not be given.

SHRI A. KRISHNASWAMY: Sir, periodically, the amount sanctioned and released is continuing. I would like to know what the Government is going to do in this regard.

MR. SPEAKER: Now, hear the unpalatable truth.

SHRIMATI AMBIKA SONI: This is very unfortunate because money gets blocked and as a result thereof when the State Governments are unable to complete their projects within the given timeframe, they do not use the money which we have allocated.

As a result thereof, our annual budget faces a cut. I am personally, along with the colleagues in my Ministry, trying to be after State Governments to fulfil their projects, complete them within the time frame so that the next projects can be sanctioned. We give 80 per cent of the amount when we clear the project; and the balance 20 per cent can only be given when the project is finally complete and Utilization Certificate is given. If you see the number of projects sanctioned and the number of projects completed, you will realise why this difference is taking place.

Sir, I would ask for your indulgence and ask the hon. Members that it is a fact that inflow of tourists to India is really increasing by leaps and bounds. We hope to have almost five million tourists at the end of this year if the figures for the first six months hold for the rest of the year. I would ask all of us, it is a public-private partnership which is going to make the experience for all these tourists coming to the country a complete experience. Please request the State Governments to move faster than what we have moved in the past so that more projects can be given. The Government of India can sanction a special projects of Rs. 25 crore per mega destination and Rs. 50 crore for a mega circuit project. Please ensure that the State Governments propose such projects so that they can receive Rs. 50 crore or Rs. 25 crore as per the scheme guidelines.

SHRI J.M. AARON RASHID: Sir, multinational companies are coming to India, more particularly in Tamil Nadu. But the multinational foreigners who are coming, they do not get good quality food like good quality Thai food, French food, Korean food and Chinese food.

MR. SPEAKER: Will the Central Government food?

SHRI J.M. AARON RASHID: Yes, Sir. I would like to know whether the Government has any plan to give easy visas to the foreign chefs.

Another thing is that, in the Government, we need good administration. The Government is giving B.Sc. degree in Hospitality Administration but the private colleges are giving BBA degree in Hospitality Administration. ...*(Interruptions)*

MR. SPEAKER: Nothing more.

...*(Interruptions)*

SHRI J.M. AARON RASHID: Sir, regarding quality management, I want that instead of B.Sc. degree, BBA degree should be given in Hospitality Management. Private colleges are giving it in one version; the Government colleges are giving it in different version. ...(*Interruptions*)

MR. SPEAKER: Please do not misuse the opportunity.

...(*Interruptions*)

SHRI J.M. AARON RASHID: I am very thankful to you for the opportunity that you have given.

MR. SPEAKER: Send some good cooks with good menu.

...(*Interruptions*)

SHRIMATI AMBIKA SONI: It is a very important question and I would like to take a minute in answering it.

MR. SPEAKER: Are you taking the responsibility of providing food?

SHRIMATI AMBIKA SONI: No, Sir. We are running Institutes. The Government is supporting a few Food-Craft Institutes around the country. I have the list of the places. We are also running 21 Hotel Management Institutes and there are 175 Institutes being run altogether 125 by private entrepreneurs.

...(*Interruptions*)

MR. SPEAKER: I want to go to him for his question.

SHRIMATI AMBIKA SONI: With the increased tourism, on the special projects of tourism that we are marketing internationally, I keep appealing at all our gatherings of hoteliers and private operators, private players in tourism sector that we need more Food-craft Institutes. We are trying that in places like Bodh Gaya, Rajgir, Nalanda we have Japanese and Chinese cooks. We are trying. But this has to be not done by the Government, but in this public-private partnership concept. We are trying to enlarge the scope both for training institutes of management and food-craft.

[*Translation*]

Reservation of Jobs in Private Sector

+
*165. SHRI SYED SHAHNAWAZ HUSSAIN
SHRI VIJAY KUMAR KHANDELWAL:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Scheduled Castes has given any recommendation for providing reservation to Scheduled Castes in the private sector;

(b) if so, the details thereof;

(c) whether the Government has accepted the recommendations of the Commission;

(d) if so, the details thereof;

(e) whether the Government proposes to formulate a policy in this regard; and

(f) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) to (f) A statement is laid on the Table of the House.

Statement

(a) to (d) The National Commission for Scheduled Castes and Scheduled Tribes in its Fifth Report for the period 1998-99 had recommended that the Government of India should consider extending the social obligation, cast upon the public sector enterprises, of providing reservation in jobs to SCs and STs to the private sector also. The Report with Memoranda of Action Taken on the recommendations was laid on the Table of both the Houses in May, 2002, wherein it was stated that the legal opinion in the matter was that the reservation in private sector will not be permissible under Article 16(4) of the Constitution and will be violative of the equality provisions in the Constitution.

However, before the ATN on the Fifth Report was laid on the Table, the Commission in its Sixth Report for the period 1999-2001 recommended that in consonance with the Constitutional scheme, the principle of positive discrimination should be extended to the private sector also to fulfill the obligations of social equity. This Report with ATN was laid on the Table of both the Houses in December, 2004 stating that the Government is very sensitive to the issue of affirmative action, including reservation in the private sector.

(e) and (f) In pursuance of the commitment contained in the National Common Minimum Programme to initiate a dialogue with Industry and other associations to fulfill the aspirations of the Scheduled Castes and Scheduled Tribes youth, a Group of Ministers was formed. The Group met five times and also held consultations with the representatives of Apex Industry Associations.

To carry forward the process of dialogue, a Coordination Committee was constituted. During the discussions with the Industry Associations following points emerged :

- (i) Confederation of Indian Industry (CII), Associated Chambers of Commerce and Industry of India (ASSOCHAM) and PHD Chambers of Commerce and Industry (PHDCCI) have evolved a Code of Conduct of Affirmative Action. Federation of Indian Chambers of Commerce and Industry (FICCI) has also agreed to soon evolve a similar plan of action.
- (ii) Industry Associations are willing to intensify their efforts in developing the skill sets and developing entrepreneurial abilities amongst SC/ST persons
- (iii) There was a general agreement on positive discrimination in employment in favour of SC/ST persons i.e. other things being equal SC/ST persons will be given preference
- (iv) Industry Chambers are agreeable to reporting of data on SC/ST employment
- (v) Ombudsman will be appointed by Industry Associations to monitor the compliance with the voluntary Code of Conduct.

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Speaker, Sir, I am thankful that you have given me an opportunity to ask question. Though you always give me chance but this is the first time when my question has been admitted.

MR. SPEAKER: If you over express your gratitude then your time for asking question will be over.

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Speaker, Sir, this is a very important question the reply of which given by the Government in this regard is very disappointing. Even after 60 years of independence, we have not been able to realise the dream of bringing the Scheduled Castes into the national mainstream. Earlier they were provided reservation in public sector but now there is no job in public sector as all the jobs are being provided by the private sector. Through you, I would like to know from the Government whether it is a false assurance or Government will make announcement for providing reservation in private sector or fix any time limit for this? What were the reasons for its delay?

MR. SPEAKER: All right.

[English]

It is an important question. What is going on in this House?

...(Interruptions)

[Translation]

SHRIMATI MEIRA KUMAR: Hon'ble Speaker, Sir, I am happy that finally question of hon'ble Minister has been admitted. This is his first question and I am happy that he has asked this question because during the tenure of the previous Government when the National Commission for Scheduled Castes and Scheduled Tribes was a single entity has recommended in its report that Scheduled Castes and Scheduled Tribes should get reservation in private sector. *...(Interruptions).*

SHRI RAMDAS ATHAWALE: But reservation was not provided, Mr. Speaker Sir...*(Interruptions).*

MR. SPEAKER: What is this happening?

SHRIMATI MEIRA KUMAR: On its recommendation, memorandum of action taken report was prepared by the previous Government which was laid on the Table of the House in May 2002. They categorically denied in that memorandum that they would take any action. *...(Interruptions).* I am happy. Let me reply. I am happy that his question has been admitted and he has asked this question. At that time he was not much concerned about it but I am happy that today he is concerned about this issue. *...(Interruptions).* This was commission's fifth report. When the Commission presented its sixth report in that also it had recommended that reservation should be given to SCs and STs in private sector and. *...(Interruptions).*

MR. SPEAKER: Why are you disturbing? It has become a bad habit with you.

SHRIMATI MEIRA KUMAR: The UPA Government has made commitment in its Common Minimum Programme in regard to Memorandum of Action Taken. It was laid on the Table of the House in December, 2004. *...(Interruptions)*

MR. SPEAKER: What is this? Your question is not in the list. Will you not let hon. Minister speak? This is not proper. Please sit down.

SHRIMATI MEIRA KUMAR: We also laid it on the Table of the House.

...(Interruptions) .

[English]

MR. SPEAKER: What is this going in the House, Mr. Athawale?

...(Interruptions)

[English]

MR. SPEAKER: Shri Ramdas Athawale, you please remember Shri P.C. Thomas.

[Translation]

SHRIMATI MEIRA KUMAR: We laid it on the Table in December, 2004 and said that the Government are committed towards providing reservation to SC and ST in private sector. You can yourself see the difference between the two Governments about which the question has been put by him.

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Speaker, Sir, I will not politicize the speech. She has given political speech. I would like to say that in last quarter to four years, they have not taken a single step in this direction. Through you, I would like to say that we admitted what we did not do but in last quarter to four years they just gave speeches and only does *..... They have befooled the people belonging to Scheduled Castes. I would like to ask, whether the hon. Minister will mislead the Parliament or inform the House about time limit.
...(Interruptions)

MR. SPEAKER: Your time is over, angry young man, please sit down.

SHRI SYED SHAHNAWAZ HUSSAIN: She should say what work is being done in regard to imparting training.
...(Interruptions)

MR. SPEAKER: Please sit down.

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, I am on a point of order. The expression the which is unparliamentary should be expunged from the proceedings
...(Interruptions)

MR. SPEAKER: All right.

...(Interruptions)

[English]

MR. SPEAKER: Mr. Ramkripal Yadav, what are you doing? ... (Interruptions)

[Translation]

MR. SPEAKER: I will not tolerate it.

....(Interruptions)

[English]

MR. SPEAKER: Go back to your seat.

...(Interruptions)

MR. SPEAKER: You have no right to interrupt.

...(Interruptions)

[Translation]

SHRI RAM KRIPAL YADAV: Sir, I am on a point of order. ... (Interruptions)

MR. SPEAKER: There is no point of order during Question Hour

...(Interruptions)

MR. SPEAKER: Hon'ble Minister please give reply you have got half minute left with you.

...(Interruptions)

[English]

SHRIMATI MEIRA KUMAR: Sir... (Interruptions)

MR. SPEAKER: Okay, Question Hour is over.

...(Interruptions)

MR. SPEAKER: If you do not want the answer what can I do?

...(Interruptions)

[English]

WRITTEN ANSWERS TO QUESTIONS

Skilled Manpower for Hospitality and Tourism Sectors

*161. SHRI M. SREENIVASULU REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether there is a great demand for skilled manpower in Hospitality and Tourism Sectors in India;

(b) if so, the details thereof;

(c) whether effective measures are being taken to meet the growing demand for skilled manpower in the Hospitality and Tourism Sectors; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) As per the assessment by the Ministry of Tourism, the annual demand for skilled manpower in the Hospitality and Tourism Sectors in India in 2010 will be 2,30,735.

(c) and (d) The demand for skilled manpower in the Hospitality and Tourism Sectors are presently being met by the network of Institutes under the Ministry of Tourism and in the Private Sector.

[Translation]

Subsidy for Chemical and Fertilizer Sector

*166. DR. CHINTA MOHAN:
SHRI SURAJ SINGH:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the amount of subsidy being provided on fertilizers for development of agriculture in USA, Japan, European countries, United Kingdom etc. is higher than that of India;

(b) if so, the facts thereof;

(c) the average amount of subsidy being given in each of the said countries; and

(d) the present status of subsidy on fertilizers in our country?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) The countries under Organization for Economic Cooperation & Development (OECD), including USA, Japan, European Union, etc. provide substantial amount of subsidy to the agriculture sector in different forms. However, the specific details of fertilizer subsidy provided by these countries are not available. The domestic support to agriculture sector in these countries is generally provided in the form of market price support, direct income support, assistance to help farmers restructure agriculture, etc.

(c) and (d) The details of average amount of subsidy on fertilizers being given in USA, Japan, European countries, United Kingdom, etc. is not available. However, the total Producer Support Estimate (PSE)¹ to agriculture sector in these countries is as below:

Country	Producer Support Estimate (US\$ million)	Subsidy per hectare of arable land and land under permanent crops	
		(US\$)	(Rs.)
European Union	136,144	1099.11	45064
Japan	49,368	10423.99	427384
United States	42,869	244.27	10015
Korea	20,721	11224.81	460217
Turkey	11,250	432.48	17732

1. PSE is an indicator of the annual monetary value of gross transfers from consumers and tax payers to agricultural producers. It is measured at the farm gate level, arising from policy measures which support agriculture, regardless of their nature, objectives or impacts on farm production or income. The composition of producer support estimate includes market price support, payments based on output, area planted/animal numbers, on historical entitlements, on input use, input constraints, overall farm income, etc.

The average fertilizer subsidy per hectare of land in our country was Rs. 1720.93 in 2006-07. In addition to fertilizer subsidy, the agriculture sector in our country also receives domestic support through other measures like Minimum Support Prices (MSP), subsidized power, etc. in the farm sector.

Plying of High Speed Bullet Trains

*167. SHRI KIREN RIJJU:
PROF. VIJAY KUMAR MALHOTRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to ply high speed bullet trains in the country;

(b) if so, the details thereof;

(c) whether the Railways have conducted any technical study in this regard;

(d) if so, the outcome thereof;

(e) whether some State Governments particularly Karnataka and Andhra Pradesh, have also sent proposals to the Railways in this regard;

(f) if so, the details thereof; and

(g) the action taken by the Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) As per the Budget speech 2007-08, it was announced that Ministry of Railways will conduct pre-feasibility studies for construction of high speed passenger corridors, equipped with state of the art signaling and train control systems, for running high speed trains at speeds of 300 to 350 kms per hour; one each in the Northern, Western, Southern and Eastern regions of the country.

(c) No, Sir.

(d) Does not arise.

(e) Yes, Sir.

(f) In this regard, various State Governments were approached by Railways to find out their willingness for

participating in pre-feasibility studies. Government of Andhra Pradesh, Maharashtra, Gujarat, Haryana, Punjab, Kerala, Karnataka, Tamil Nadu and West Bengal have agreed 'in principle' to participate in any pre-feasibility studies.

(i) State Government of Karnataka has suggested following corridors for pre-feasibility studies:

— Bangalore	— Hubli
— Bangalore	— Mysore.

(ii) State Government of Andhra Pradesh suggested following corridors for pre-feasibility studies:

— Hyderabad	— Domakal-Visakhapatnam
— Hyderabad	— Dornakal-Vijayawada
— Vijayawada	— Chennai
— Vijayawada	— Visakhapatnam
— Hyderabad	— Bangalore

(g) Meetings with State Governments have been held for participation in conducting pre-feasibility studies. State Governments of Andhra Pradesh, Maharashtra, Gujarat, Haryana, Punjab, Kerala, Karnataka, Tamil Nadu and West Bengal have shown their interest in this proposal and have given 'in principle' approval to participate in pre-feasibility studies. Action will be taken to conduct pre-feasibility studies in consultation with State Governments.

[English]

Revival of Fertilizers and Chemicals Travancore Ltd.

*168. SHRI P.C. THOMAS:
SHRI SUBRATA BOSE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Fertilizers and Chemicals Travancore Ltd., (FACT) is facing hardship to sustain due to high prices of raw materials;

(b) if so, the details thereof along with the steps taken by the Government in this regard;

(c) whether a Secretary level Committee has been set up for revival and modernization of FACT; and

(d) if so, the details thereof and the time by which it is likely to submit its report to the Government

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) Yes, Sir. Fertilizers and Chemicals Travancore Ltd., (FACT) which was consistently making profits till 1997, began making losses since 1997-98 due to several factors including the sharp increase in the prices of raw material/feedstock and the net worth of the company became negative as on 31.3.2005. In order to ameliorate the financial crisis faced by the company, a financial relief package was sanctioned on 30.3.2006, which was made effective from 31.3.2005.

Although the restructuring package helped FACT in the cleaning up of its balance sheet and enabled the company to reduce its losses, it continued incur losses due to high cost of production of Ammonia based on Naptha.

The prices of raw materials like Naptha, Furnace oil, Sulphur, Rock Phosphate etc. have recorded steep increase over the last few months. Such unprecedented increase in the prices of the raw materials without commensurate increase in the sales realisation of finished products such as Factamfos, Ammonium Sulphate and Caprolactam have made the operation of the company unviable. In order to reduce the losses and to cut down costs, the company has temporarily shut down Caprolactam and Ammonium Sulphate Plants since 1.7.2007 and the Ammonia Plant has been shut down since 4.7.2007.

The company has approached the Government for a relief package and in order to enable FACT to sustain its operations till such time as Natural Gas is available in Cochin and the feedstock conversion from Naphtha to Gas takes place, a proposal for granting necessary financial relief is under examination of the Government.

(c) and (d) While approving the financial relief package in 2006, Government had decided that a Committee of Secretaries (COS) may examine the options for merger of FACT with a well-run fertilizer PSU or for making it a subsidiary of such a PSU. The various options are under consideration.

Delay/Cancellation of Flights

***169. SHRI ADHIR CHOWDHURY:
SHRI SANAT KUMAR MANDAL:**

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is planning to introduce some guidelines to make the airlines more accountable to the passengers in cases of long delays and sudden cancellations of flights;

(b) if so, the details thereof;

(c) whether there is any proposal to make it mandatory for the airlines to compensate their passengers in case of delay/cancellation of flights;

(d) if so, the details thereof; and

(e) the extent to which these guidelines/proposals are expected to be helpful in facilitating the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) No, Sir. However, Government is continuously studying and monitoring the punctuality of airline operations. While there are several factors like bad weather, technical snags, air traffic congestion etc. which may be beyond the control of airlines, some of the delays could be attributable to the airline industry. Government is already working with airlines industry through fora like Airline Facilitation Committee, the Federation of Indian Airlines etc. on the need to maintain the approved schedules. Government is also continuously improving the infrastructure at the airports and revising procedures to accommodate more flights at busy airports.

[Translation]

Consumption of LPG

***170. SHRI RAMDAS ATHAWALE:** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the demand and consumption of LPG in the country during each of the last three years for commercial and domestic use, separately;

(b) whether LPG is also being imported;

(c) if so, the details of the quantum of LPG supplied in the country during the last three years from indigenous sources and from imports; and

(d) the quantum of subsidy provided per cylinder on the imported and indigenous LPG cylinders, separately?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The quantum of LPG demand and consumption in each of the last 3 years is as under:

(Figures in Thousand Metric Tonnes) (TMT)

	Domestic	Non-domestic
2004-05	9577	668
2005-06	9501	955
2006-07 (Prov.)	9750	1105

(b) and (c) Yes, Sir. At present the indigenous production of LPG is inadequate to meet domestic requirements. The shortfall in availability is met through imports. Details of LPG domestic production and imports for the last three years are as under.

(Figures in TMT)

Year	Production	Import
2004-05	7817	2334
2005-06	7717	2883
2006-07 (Prov.)	8454	2288

(d) During the year 2006-07 the Government has provided subsidy on domestic LPG at a flat rate of Rs 22.58 per 14.2 Kg of domestic LPG cylinder, from the fiscal budget. Additionally, the Government had issued oil bonds worth Rs 24,121 crore as partial compensation in respect of losses/under-recoveries suffered by OMCs in selling sensitive petroleum products, which include PDS kerosene and domestic LPG.

(English)

Medical Facilities for Air Passengers

*171. PROF. M. RAMADASS:
SHRI MADAN LAL SHARMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether ambulance services and emergency drugs for the air passengers are not available at some of the airports/airlines in the country;

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

(c) whether the attention of the Government has been drawn to the news-item appeared in the Hindustan Times dated July 13, 2007 under the caption, "Ranchi airport denies ambulance to critically-ill girl";

(d) if so, the facts thereof and the action taken against the concerned; and

(e) the steps taken/proposed to be taken by the Government to check the recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) On 08.07.2007 at 0700 Hrs. the Pilot-in-Command of flight DN 573 (Air Deccan) from Kolkata to Ranchi requested ATC, Ranchi to provide ambulance on arrival for a sick passenger on board. The ambulance, along with the fire and rescue operators, was deployed to bring the sick passenger from the aircraft and render First Aid at the Airport First Aid room. First Aid was provided with the support of a Doctor, incidentally a co-passenger of the patient. The Airline Operator, M/s Air Deccan, had also arranged for an ambulance for shifting the passenger from the Airport for further Medical Attendance, but the guardian of the sick passenger at the Airport, on his own volition, arranged an ambulance and took the custody of the sick passenger at the Airport. An internal investigation conducted by the Airports Authority of India (AAI) has found no lapses on part of any of their personnel.

(e) Ambulance Services and Emergency Medicines are available at all operational airports as a part of Airport Rescue & Fire Services and the same are used during aircraft and other emergencies at the airports.

Railway Projects with Public-Private Partnership

*172. SHRI CHANDRAKANT KHAIRE: Will the Minister of RAILWAYS be pleased to state:

(a) whether several projects are being implemented in Railways by Public-Private Sector joint ventures;

(b) if so, the details of these projects;

(c) project-wise capital investment by both the sectors;

(d) whether the foreign investors are also partners in some of these projects;

(e) if so, the details thereof; and

(f) the project-wise foreign capital investment therein?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Special Purpose Vehicles have been formed in partnership with private sector partners to execute Haridaspur-Paradip, Obullavaripalli-Krishnapatnam and Bharuch-Dahej port connectivity projects.

(b) Details of the projects are as under:

Project	Type of project	Length of the line (km)	Estimated cost (Rs. crore)	Present status
Haridaspur-Paradip	Port connectivity, new line.	82, single line	668.5	Construction commenced by Rail Vikas Nigam Ltd.
Obullavaripalli-Krishnapatnam	Port connectivity, new line	113, single line	588	Construction commenced by Rail Vikas Nigam Ltd.
Bharauch-Dahej	Port connectivity, gauge conversion	62.36, single line	198.8	Construction not started.

(c) Project-wise expected equity investment by both sectors is given in the table below. The remainder of the

project cost is to be met through non-recourse debt raised by the SPVs.

(Figures in Rs. crore)

Project	Estimated cost	Expected equity contribution by Government/ Public sector (Ministry of Railways, State Government & Public Sector Undertakings)	expected equity contribution by private sector partners	Total equity
Haridaspur-Paradip	668.5	167.5	107.5	275
Obullavaripalli-Krishnapatnam	588	156.6	113.4	270
Bharauch-Dahej	198.8	55	20	75

(d) to (f) POSCO India Limited, a wholly owned subsidiary of the South Korean steel company POSCO,

is a partner in Haridaspur-Paradip project with expected equity contribution of Rs. 27.5 crores (10%).

*[Translation]***Low Cost Airlines**

*173. SHRIMATI BHAVANA PUNDALIKRAO GAWALI:
SHRI SANJAY DHOTRE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the public sector airlines propose to operate its own low cost airlines services on domestic and international routes after the merger of Air India with Indian Airlines;

(b) if so, the details thereof including the ticket pricing and the facilities to be offered in the said scheme;

(c) the time by which this scheme is likely to be made operational; and

(d) the manner in which the introduction of low cost air service of public sector airlines is likely to be able to meet the challenges posed by the airlines of private sector?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Yes, Sir. Air India Express, the budget carrier launched by Air India's subsidiary company is planning to commence domestic operations from October, 2007 in addition to its existing international operations. The fares charged by Air India Express would be competitive and the services offered by it comparable to the other low cost carriers operating on the same routes.

[English]

**Claim of the States Over the
Petroleum Resources**

*174. SHRI KINJARAPU YERRANNAIDU:
SHRI SUBHASH MAHARIA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Petroleum and Natural Gas extracted from the earth, sea, rivers, either offshore or on shore, are the property of the Union Government;

(b) if so, the details thereof;

(c) whether some States in the country have staked their claim that these are the property of the State concerned;

(d) if so, the reaction of the Union Government thereto; and

(e) the final decision taken in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (e) As per Article 297 of Constitution of India, all lands, minerals and other things of value underlying the ocean within the territorial waters, or the continental shelf, or the exclusive economic zone, of India shall vest in the Union and be held for the purposes of the Union.

State Government gets royalty, taxes and duties as applicable on oil and gas production. In case of offshore areas, royalty, taxes, etc., are payable to Union Government.

Some States have represented for sharing of profit petroleum with them, which is payable to the Union Government. The matter was referred to the Twelfth Finance Commission, which was constituted by the President on 1st November, 2002 to give recommendations on Centre State fiscal relations. The Commission has recommended sharing of the non-tax revenue of profit petroleum arising out of contractual provisions under the New Exploration Licensing Policy (NELP) onland blocks and Coal Bed Methane blocks with the States from where the Mineral oil and natural gas are produced, in the ratio of 50:50. The above recommendation of the commission was accepted by the government.

**Rehabilitation Centres for the Mentally
Disabled Persons**

*175. SHRI P. KARUNAKARAN: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the number of Rehabilitation Centres functioning for the mentally disabled at present in the country, particularly for women, States/UT-wise;

(b) the details of Rehabilitation Schemes introduced by the Government for the mentally disabled people in the last five years;

(c) the State-wise implementation status of the various schemes introduced by the Government in this regard;

(d) the details of grants provided to such centres during each of the last three years and current year alongwith the number of beneficiaries, State/UT-wise; and

(e) the measures taken by the Government to improve the functioning of such centres?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) to (e) At present financial assistance for rehabilitation of persons with mental disabilities, including women, is provided to voluntary agencies for 276 projects under the Deendayal Disabled Rehabilitation Scheme and, 79 projects under the Samarth Scheme of the National Trust for Welfare of Persons with Autism, Cerebral Palsy, Mental Retardation and Multiple Disability. State/UT-wise details of the number of projects are at statement-I.

Three rehabilitation schemes for mentally disabled people were introduced in the last five years by the National Trust. The details are as below:

- (i) State Nodal Agency Centre Scheme covering 25 States and 1 UT, to provide information, support and training to various stakeholders.
- (ii) Community Based Caregivers Training Scheme covering 26 States and 2 UTs, to provide training to caregivers of the mentally disabled.
- (iii) The Samarth Scheme, introduced in 2005-06, to provide funding to rehabilitation centres run by voluntary organisations across the country.

The State/UT-wise details of such centres under the Samarth Scheme, indicating grants-in-aid provided in the years 2005-06, 2006-07 and 2007-08, and the number of beneficiaries, are provided at statement-II.

To improve the functioning of such centres, a system of regular monitoring through inspection and review of project implementation is in place.

Statement I

Number of Projects under the Deendayal Disabled Rehabilitation Scheme & the Samarth Scheme being provided financial assistance at present

S.No.	State/UT	DDRS	SAMARTH
1	2	3	4
1.	Andhra Pradesh	46	6
2.	Assam	10	2

1	2	3	4
3.	Bihar	3	4
4.	Chandigarh	2	1
5.	Chhattisgarh		2
6.	Dadra & Nagar Haveli	1	0
7.	Delhi	8	2
8.	Gujarat	11	4
9.	Haryana	11	2
10.	Himachal Pradesh	3	3
11.	Jammu and Kashmir	1	0
12.	Jharkhand		2
13.	Karnataka	14	3
14.	Kerala	24	3
15.	Madhya Pradesh	15	7
16.	Maharashtra	9	4
17.	Manipur	8	2
18.	Meghalaya	2	0
19.	Mizoram	0	1
20.	Orissa	15	5
21.	Punjab	8	1
22.	Rajasthan	12	6
23.	Sikkim	0	1
24.	Tamil Nadu	27	7
25.	Tripura	2	1
26.	Uttar Pradesh	19	5
27.	Uttaranchal	3	0
28.	West Bengal	22	5
Total		276	79

Statement II*Details of Grant in aid and Beneficiaries under the Samarth scheme in 2005-06, 2006-07 & 2007-08.*

S.No.	State/UT	No. of Project	Amount Released			No. of Beneficiaries
			2005-06	2006-07	2007-08	
1.	Andhra Pradesh	6	1494801	2675429	412832	180
2.	Assam	2	247800	495800	0	60
3.	Bihar	4	1271001	1330450	0	120
4.	Chandigarh	1	321501	229582	0	30
5.	Chhattisgarh	2	0	217800	197900	60
6.	Delhi	2	0	1005280	0	60
7.	Gujarat	4	719900	759312	0	120
8.	Haryana	2	236300	336966	30946	60
9.	Himachal Pradesh	3	0	990190	217800	90
10.	Jharkhand	2	254318	799510	0	60
11.	Karnataka	3	412764	1375447	0	90
12.	Kerala	3	236300	974325	197600	90
13.	Madhya Pradesh	7	223800	2639473	208600	210
14.	Maharashtra	4	0	756070	1353984	120
15.	Manipur	2	230300	1305710	230300	60
16.	Mizoram	1	223800	486260	190460	30
17.	Orissa	5	460100	2622159	0	150
18.	Punjab	1	230300	417400	0	30
19.	Rajasthan	6	1421371	2778738	0	180
20.	Sikkim	1	0	347499	0	30
21.	Tamil Nadu	7	1177729	2414118	253800	210
22.	Tripura	1		523600		30
23.	Uttar Pradesh	5	519015	2623189		150
24.	West Bengal	5	751542	2628848	0	150
Total		79	9162085	30733155	3294222	2370

India-Myanmar Gas Pipeline Project

*176. SHRI N. JANARDHANA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India is finally out of the India-Myanmar-Bangladesh Gas Pipeline Project;

(b) if so, the reasons therefor;

(c) whether agreement has been signed by Myanmar with China for supply of Gas although Myanmar had given preference to India in issuing Letter of Intent;

(d) if so, the details thereof;

(e) whether no concerted efforts were made to finalize the contract early by the Government; and

(f) if so, the reasons for delay in finalizing the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (f) The Government of India has been systematically pursuing the purchase of gas from Myanmar. Indian Public Sector Undertakings, namely, ONGC Videsh Ltd. (OVL) and GAIL (India) Ltd. (GAIL), farmed into A1 and A3 blocks in Myanmar with participating interest of 20% and 10% respectively.

Government of Myanmar issued a Letter of Intent (LOI) on 11th February 2004, wherein GAIL was acknowledged as a preferential buyer of gas from these blocks. An MoU to the above effect was signed between the two countries on 9th March 2006. In terms of the provision contained in the LOI and MoU, GAIL completed a Detailed Feasibility Report (DFR) for an onland pipeline from Myanmar passing through North Eastern states of India.

The Myanmar Government invited bids for export of gas on 9th August 2006. GAIL submitted a competitive bid to Myanmar Government. Myanmar Government vide their letter dated 2nd October 2006 intimated to the bidders that they were reviewing their decision to sell this gas through pipeline, as the price quoted by different bidders did not meet their expectations. Subsequently, Government of Myanmar invited bids for sale of 3.5 MMTPA of Liquefied Natural Gas (LNG). GAIL again submitted its bid. The matter was discussed in various

meetings held between Government of Myanmar and Consortium between January and March 2007. During a meeting on 10th January 2007 at Nay Pyi Taw (NPT), it was informed by Myanmar Government that a part of gas from these blocks would be used for domestic supply and that export option would be decided only after completion of the remaining drilling in A-3 block and reassessment of reserves. It was also indicated that export of gas through LNG Project, pipeline to India and pipeline to Thailand were the options under consideration and that pipeline to China was no more under consideration.

However, in the meeting held in February 2007 between Myanmar Government and PetroChina, Myanmar Government decided that the gas from A1 and A3 blocks would be sold to China through the pipeline route. This was conveyed by Myanmar Government during a meeting held at Nay Pyi Taw (NPT) on March 16, 2007. GAIL impressed upon the other partners and Myanmar Government that GAIL's pipeline offer was still the most competitive and offered optimum value for them due to proximity of India to these fields. However, Myanmar Government's decision to sell the gas to China remains as of now.

New Drug Policy

*177. CH. MUNAWAR HASSAN:
SHRI HANSRAJ G. AHIR:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has constituted Pharma Advisory Forum;

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

(c) whether the Government has kept pending the decision of formulating a new drug policy;

(d) if so, the reasons therefor;

(e) whether the Group of Ministers constituted for this purpose has submitted its report;

(f) if so, the details of the main points mentioned in the report; and

(g) the steps being taken by the Government to finalise and announce the said policy immediately?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) The Government constituted a Pharmaceutical Advisory Forum on the 26th July, 2004 to have a meaningful dialogue amongst all the stakeholders on various issues concerning the drug policy viz; ensuring abundant availability at reasonable prices within the country of good quality essential pharmaceuticals of mass consumption and strengthening the indigenous capability for cost effective quality production.

The Forum has wide membership at the National level including Health Ministers and Drug Controllers of all States/Union Territories, representatives from various Drug Industry Associations, NGOs, Consumer Organizations, Chemists Associations Drugs Controller General (I) etc. Further, representatives from Ministry of Health and Family Welfare, Department of Chemicals & Petrochemicals and National Pharmaceutical Pricing Authority are also members of the Forum.

(c) to (g) Draft National Pharmaceutical Policy was considered by the Cabinet at its meeting held on 11.1.2007. The Cabinet has referred the Policy to Group of Ministers (GOM). The First meeting of the GOM was held on 10.4.2007. This GOM has not submitted any report. No time frame has been set for finalizing the National Pharmaceuticals Policy.

Incidents of Fire in Running Trains

*178. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of fire in running trains reported during the last three years; and

(b) the precautionary steps being taken by the Railways to prevent such incidents?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) 36 cases of fire have been reported on running trains during the last three years

(b) Following precautionary steps are being taken by the Railways to prevent such incidents:

- (1) Frequent drives are conducted against carrying of inflammable materials and dangerous goods in trains and cases are registered by the Railway protection Force under section 164 of the

Railways Act, 678 persons were prosecuted in 2006 under this section.

- (2) Regular checks are conducted against smoking in trains and cases are registered by the Railway Protection Force under section 167 of the Railways Act. 95475 persons were prosecuted in 2006 under this section.
- (3) Railways is providing fire extinguishers under the charge of guard of rear Luggage-cum-Brake Van and Air Conditioned Coaches of passenger carrying trains for fire fighting in case of any incident. Fire extinguishers are also provided at various suitable locations in station premises and at vital installations.
- (4) Travelling public are being briefed / educated through public address system not to carry inflammable articles on trains.
- (5) Passenger awareness campaigns are being conducted to educate the travelling public.
- (6) All train escorting staff as well as station duty staff are briefed to inform the nearest fire service station whenever fire incidents are reported.

[*Translation*]

Direct Subsidy to Farmers

*179. SHRI RAJIV RANJAN SINGH "LALAN"
SHRI RAMJI LAL SUMAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Ministry of Finance has made a proposal for the payment of fertilizer subsidy directly to the farmers instead of fertilizer companies;

(b) if so, the date of receipt of such a proposal in the Ministry of Chemicals and Fertilizers and the action taken thereon;

(c) whether the Fertilizer Advisory Forum has rejected the suggestion of the Finance Ministry;

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

(e) whether the said Forum has been set up by the Union Government;

(f) if so, the total number of representatives and the criteria adopted for selection for these representatives; and

(g) the details of the representations received in the Forum so far and the status of their disposal?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) In the Budget 2007-08, the Government has announced that an alternative method of delivering the subsidy directly to the farmer needs to be explored and that the fertilizer industry has agreed to work with the Department of Fertilizers to conduct a study and find a solution. Accordingly, the Fertilizer Association of India (FAI) has commissioned a study by the Tata Consultancy Services (TCS) on alternative mechanisms for delivery of subsidy to the farmer.

A Group of Ministers has been formed to look into sustainable use of fertilizers and pertinent subsidy and pricing issues. The issue relating to alternative mechanism for release of subsidy to farmers is also under consideration of GOM.

(c) and (d) The Fertilizer Advisory Forum has unanimously resolved to continue the present arrangement of disbursement of fertilizer subsidy due to the apprehensions expressed by various members regarding the impact of direct subsidy to farmers on the prices of fertilizers, quantum of subsidized fertilizers and administrative inconvenience that the common farmers will face.

(e) and (f) Yes, Sir. The list of members of this Forum is placed at statement. The representatives of farmers and dealers are nominated by Department of Fertilizers and concerned State Government. The representatives of fertilizer manufacturing industry are nominated by the concerned industry.

(g) The members of the Forum expressed their views during the meeting both orally and through representations, which were considered in the meeting and final resolutions based on discussions on various issues raised by the members were adopted by the Forum. Some of the members also submitted representations regarding demand and availability of fertilizers in their areas. These are being dealt with in accordance with the demand-supply plan for Kharif and inputs from the State Governments.

Statement

Members of Fertilizers Advisory Forum (FAF) as per Resolution of the Constitution of FAF

1. Hon'ble Minister for Chemicals & Fertilizers—Chairman
2. Hon'ble Minister of State for Chemicals & Fertilizer
3. Agriculture Minister for all States/UTs
4. Secretary, Department of Fertilizers
5. Secretary, Department of Agriculture & Cooperation
6. Joint Secretary (INM), Department of Agriculture & Cooperation
7. Joint Secretary (Fertilizers), Department of Fertilizers
8. Joint Secretary (A&M), Deptt. of Fertilizers—Member Secretary
9. Chief Executives, Apex Marketing Federations of States
10. MDs/CMDs of all fertilizer producing Companies/Coop. Societies
11. Two representatives of farmers to be nominated by Department of Fertilizers for each State.
12. Two representatives of dealers from each State
13. Two representatives for each Fertilizers manufacturing industry.
14. Two officials of State Govt. at the level of Secretary and Director Agriculture.

Development of Unprofitable Airports

*180. DR. RAJESH MISHRA:
SHRI HITEN BARMAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to develop some of the unprofitable airports in the country;

(b) if so, the details of these airports with their names and the locations; and

(c) the details of the plan formulated in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. Airports Authority of India (AAI) takes up development works at airports on requirement basis. Presently, the unprofitable airports where such works are in progress are; Tirupati in Andhra Pradesh, Dibrugarh, Guwahati & Silchar in Assam, Raipur in Chhattisgarh, Surat, Vadodara in Gujarat, Mangalore & Mysore in Karnataka, Khajuraho in Madhya Pradesh, Akola, Aurangabad, Nagpur in Maharashtra, Shillong in Meghalaya, Bhubaneswar in Orissa, Amritsar in Punjab, Jaipur & Udaipur in Rajasthan, Agartala in Tripura, Madurai & Trichy in Tamil Nadu, Lucknow & Varanasi in Uttar Pradesh, Dehradun & Pantnagar in Uttarakhand, Agatti & Chandigarh in the Union Territories and Cooch Behar in West Bengal. Scope of work include construction of new Terminal buildings with link taxi way, resurfacing/strengthening/extension of runway, extension of apron, drainage and rain water harvesting system, construction of boundary walls, pavement works, allied works, etc.

Export Duty on Iron Ore

1568. DR. LAXMINARAYAN PANDEY:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of STEEL be pleased to state:

(a) whether the Government has reduced export duty on Iron Ore;

(b) if so, the reasons therefor alongwith the per tonne cut in export duty on Iron Ore;

(c) the total revenue shortfall estimated every year due to this; and

(d) the steps being taken by the Government to compensate this loss?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) Yes, Sir. On export of iron ore fines with Fe content of 62% and below, export duty has been reduced from Rs. 300 per metric tonne to Rs. 50 per metric tonne.

(b) The export duty on iron ore fines with Fe content of 62% and below has been reduced by Rs. 250 per metric tonne. Revision of export duty on iron ore fines was done after coming to a conclusion that iron ore fines of Fe content upto 62% do not have domestic market.

(c) and (d) It is too early to evaluate its impact on revenue, since the export duty on iron ore has been imposed in 2007-08 budget only.

[*English*]

Growth of Commercial Vehicles

1569. SHRI E.G. SUGAVANAM: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the sale of Indian cars, commercial vehicles, two and three wheelers have registered an all time growth in the last few months;

(b) if so, the details thereof for the last three years and the revenue generated to the Government thereto;

(c) whether the present trend is likely to continue in the near future; and

(d) if so, the details thereof and the revenue generation projected by the Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRIES, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) As per the Society of Indian Automobile Manufacturers (SIAM), during April-July, 2007, the domestic sale of passenger and commercial vehicle segments has registered a positive growth rate of 12.6% and 3.5% respectively while that of two-wheelers and three wheelers segment has registered negative growth rate of 7.3% and 9.2% respectively. During the same period, the domestic sale of Automobile Industry as a whole has registered a negative growth rate of 5.7%.

(b) Except during the first four months of current year, the automobile industry has performed very well during the past few years. The details of domestic sales of the various segments of the sector during the past three years and first four months of the current year are as under:

S.No.	Segment	2004-05	2005-06	2006-07	2007-08 (April-July)
1.	Passenger vehicles	10,61,572	11,43,076	13,79,698	4,64,786
2.	Commercial vehicles	3,18,430	3,51,041	4,67,882	1,33,002
3.	Three wheelers	3,07,862	3,59,920	4,03,909	1,16,596
4.	Two wheelers	62,09,765	70,52,391	78,57,548	22,43,722
	Total	78,97,629	89,06,428	1,01,09,037	29,58,106

(c) and (d) According to SIAM, the automobile industry is expected to register a positive growth during the current year also but at a lower rate due to hardening of interest rate and non availability of bank finance. Automobile Industry is making a contribution of 17% to the pool of indirect taxes.

[Translation]

Amendment in Pharmaceutical Education and Research Act

1570. SHRI RASHEED MASOOD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) Whether the Government has decided to amend the Pharmaceutical Education and Research Act, 1998:

(b) If so, the details thereof;

(c) the benefits aimed at through the proposed amendment?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K.HANDIQUE): (a) to (c) The National Institute of Pharmaceutical Education and Research (NIPER) Act, 1998 has been amended by the National Institute of Pharmaceutical Education and Research (Amendment) Act, No. 19 of 2007. By amending this Act the Central Government is empowered to establish similar Institutes or their centers in different parts of the country.

[English]

Gauge Conversion between Bidar-Gulbarga Railway Line

1571. SHRI IQBAL AHMED SARADGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Karnataka has submitted a proposal for Bidar-Gulbarga Broad Gauge Railway line project;

(b) if so, the details of the total estimated cost of the project;

(c) the funds allocated for the projects by Railways as well as Government of Karnataka so far;

(d) the present status of the project; and

(e) the steps taken to allocate more funds for the project and also to complete the project within the time schedule?

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

(b) The estimated cost of the project is Rs. 369.70 crore.

(c) The Government of Karnataka have agreed to share 50% cost of the project. Railway have spent Rs.51.76 crore up to March, 2007. An outlay of Rs.20 crore has been allotted for this project in the year 2007-08. The Government of Karnataka have been requested to release sufficient funds out of their share, at the earliest.

(d) Land acquisition, earthwork and bridge works etc. for part length have been taken up.

(e) The Government of Karnataka have been requested to release sufficient funds out of their share, at the earliest. No time schedule has been fixed for completion of the project.

Introduction of Hospital Trains

1572. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have introduced 'Hospital Trains';

(b) if so, the details and salient features thereof;

(c) whether the said train would cater to the needs of the poor in remote rural areas;

(d) if so, the details thereof;

(e) whether it is also proposed to introduce more such trains in the near future; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Hospital train that is Life Line Express is run by Impact India Foundation in collaboration with Indian Railways since July 1991. This train has the required medical facilities including the operation theatre. The train is providing services to the poor in remote rural areas of India.

(e) and (f) No, Sir.

Construction of International Airport at Hyderabad

1573. SHRI L. RAJAGOPAL:
SHRI A. SAI PRATHAP:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has prepared an action plan to make the international airport at Hyderabad operational from March, 2008;

(b) if so, the details thereof;

(c) whether the site preparation work of the above greenfield airport is ready;

(d) if so, the details thereof;

(e) the time by which the runway and taxi ways are likely to be completed;

(f) whether the new international airport would have the facilities for handling A-380 aircraft; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The airport at Hyderabad is being built through public private partnership and would commence operation in March 2008.

(e) The runway and taxiways will be completed by December-2007.

(f) and (g) Yes Sir. As per the International Civil Aviation Organisation (ICAO) standards, all the facilities would be available at airport for handling new generation large aircraft like A-380.

Permission to Private Airlines to Fly Abroad

1574. SARDAR SUKHDEV SINGH LIBRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether domestic airlines are required to operate for a minimum period of five years to qualify for permission to fly abroad;

(b) if so, the details thereof;

(c) whether there is a move in the Government to lower down the operational period;

(d) if so, whether the said move will have an adverse effect on the effectiveness and viability of the airlines;

(e) if so, whether the Government would ensure that the operational period will not be lowered by down playing the safety and confidence of the international passengers thereby resulting in loss of traffic and revenue to aviation industry as a whole; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Under the existing guidelines, Indian private scheduled carriers having experience of continuous operations of 5 years in the domestic sectors and having a minimum fleet size of 20 aircraft are permitted to operate on international routes.

(c) The issue is being addressed in the proposed National Civil Aviation Policy, which is presently under consideration of a Group of Ministers (GoM).

(d) to (f) Do not arise at this stage.

Setting up of District Disability Rehabilitation Centres (DDRCs)

1575. SHRI ARJUN SETHI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has set up District Disability Rehabilitation Centres (DDRCs) under Persons with Disabilities Act, 1995 to help the disabled persons in the country;

(b) if so, the total number of such centres established in different States and Union Territories (UTs) along with its locations, State/UT-wise;

(c) whether all such centres sanctioned are functional in its locations;

(d) if not, the reasons therefor;

(e) whether the Government proposes to set up such centres in those districts where such centres are not available and also received proposals from respective State Governments in this regard;

(f) if so, the details thereof alongwith locations of proposed centres, State-wise; and

(g) the present status of proposals and the time by which such centres are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPWERMMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes Sir.

(b) to (d) So far 199 District Disability Rehabilitation Centres have been sanctioned and at present, 140 Centres are functioning. The remaining centres are yet to become functional for various reasons which include non-formation of District Management Team, non-identification of implementing agency, lack of necessary manpower etc.

(e) to (g) District Disability Rehabilitation Centres are set up keeping in view interalia requests of the State Governments, presence of significantly higher number of persons with disabilities as well as inadequate availability of services of Government/Semi-Government or Non-Governmental Organization for such persons in the district.

[Translation]

Disruption in Rail Service

1576. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether some incidents of disruption of railway services due to obstructions on rail routes in West Central Railway have been noticed;

(b) if so, the details of such incidents during the last three years and the current year, State-wise;

(c) the details of the losses suffered and the amount spent by the Railways to compensate the losses due to obstructions on the said rail routes, accident-wise;

(d) whether some special measures are being adopted to avoid cases of obstructions on the rail routes in the said zone; and

(e) if so, the details thereof, zone wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. A Statement showing the details of disruption in rail obstructions reported over West Central Railway State-wise during the year 2004, 2005, 2006 and 2007 (upto June) is enclosed as statement.

(c) Losses suffered by the Railways due to disruption to traffic is not quantifiable in terms of money where compensation may be warranted.

(d) and (e) The following measures are taken to prevent incidents of disruption of Railway services due to obstruction on rail routes whenever any intelligence / information is received, appropriate security arrangements are made in coordination with State Police/ Government Railway Police to prevent any type of disruption to rail traffic or any untoward incidents.

1. Regular exchange of intelligence / information is being made with Government Railway Police, Local Police / State and Central Intelligence Agencies.
2. Vulnerable/sabotage prone areas/sections have been identified and joint track patrolling by engineering staff, Railway Protection Force/ Government Railway Police has been introduced.

3. Surprise night patrolling is being done in the affected sections.

4. Coordination meetings are being held from time to time with the Government Railway Police / Local Police to prevent such offences.

Kota Division (Rajasthan State)

Year	Post	Affected section	Type of material used	Police Crime No.
1	2	3	4	5
2004	Kota	Digodh Railway station.	Placing of Rail piece.	GRP/Kota Cr. No. 188/ 2004 under section 150 Railways Act, dated 22.9.2004
	Kota	Between Digodh-Bhora Station at Km No. 17/09-10.	Obstruction with railway track.	City Police/Simaliya Cr. No. 166/2004 under section 150 Railways Act dated 01.10.2004
	Sawai Madhopur	Between Sikrodamina-Hindon stations K.M.No. 1134/22-24.	Placing of concrete sleepers by unknown persons on railway track.	Civil Police Hindon City Crime No. 769/2004 under section 150 Railways Act.
2005	Kota	Between Dakaniya talav-Dadhdevi stations.	Placing of stones on 20.5.2005	Civil Police Udyog Nager Cr. No. 160/05 under section 150 Railways Act dated 21.5.2005.
2006	Kota	Between Dakaniya talav-Dadhdevi stations at KM No. 910/20-22.	Placing of stones on 05.2.2006	Civil Police Udyognagar Cr. No. 41/06 under section 150 Railways Act dated 6.2.2006.
	Kota	KM No. 1155/24-26 between Fatehsingpura-Dumariya. stations	Placing of stones.	Civil Police/Bayana Cr. No. 454/2006 under section 150 Railways Act dated 7.9.2006
	Kota	KM No. 129/1-2.	Placing of rail pieces.	Civil Police/Chhabra Cr.No. 323/06 under section 150 Railways Act dated 5.11.2006
2007	—	—	—	—

Jabalpur Division (Madhya Pradesh State)

2004	Sagar	Km No. 1228/3-4 in between Karhiya Bhadholi —Damoh in Katni-Bina section	Placing of one telephone pole on Up rail track near gate No. 60.	GRP/Sagar Crime No. 69/04 under section 150 IRA dated 22.2.2004.
	New Katni Junction	Between Niwas Road-Saraigram of Katni-Singrauli section	Placing of 01 CST sleeper on track.	Case not registered by GRP/Civil Police.

1	2	3	4	5
2005	Jabalpur	At KM No. 755/ 0 between Gurra-Etarsi of Jabalpur-Etarsi	Placing of one iron piece about 4.50 feet on rail track.	GRP/Pipariya Cr. No. 24/2005 under section 150 Railways Act dated 13.8.2005
2006	Jabalpur	At KM No. 779/08 between Gurra-Bagra Tawa of Jabalpur-Etarsi Section.	Placing of one Hectometer stone piece on rail track.	Civil Police Bawai Cr. No. 152/2006 under section 150 Railways Act 336,337,338 IPC dated 27.4.2006.
	Jabalpur	At KM No. 749/08 between Etarsi-Gurra of Jabalpur-Etarsi Section.	Placing of stone piece on rail track.	Civil Police Gurra Cr. No. 18/2006 under section 150 Railways Act dated 2.5.2006.
	Jabalpur	KM No. 884/02-06 between Bohani-Kareli stations.	Placing of stone.	Civil Police/Kareli Cr.No. 295/06 under section 150 Railways Act
2007	—	—	—	—
<i>Bhopal Division (Madhya Pradesh State)</i>				
2004	Guna	KM No. 1106/6-7 Guna-Ruthiai.	Placing of stones, boulders and CST-9 plates.	Civil Police Ruthiyai Cr. No. 85/2004 under section 150,151 Railways Act on 21.6.2004.
2005	Etarsi	KM No. 608/18-20, 608/11-13,607/13-15 between Chhanera-Charkheda stations.	Placing of stones on 19.5.2005	Case not registered.
		KM No. 608/2 between Chhanera-Charkheda stations.	Placing of stones on 25.5.2005	GRP/ET Cr. No. 250/05 under section- 150, 153 Railways Act, 3 Public Property Act dated 25.5.2005.
		KM No. 629/14-16 between Varul-Dagarkhedi stations.	Placing of stone on 15.6.2005	Civil Police/New Harsud Cr. No. 0/05 under section 150 Railways Act dated 17.6.2005
		KM No. 665/21-23, 665/26/28 & 666/18 between Harda-Palasner.	Placing of sleeper and stones on 17.6.2006	Civil Police/Harda Cr. No. 325/05 under section 150, 153 Railways Act & 336 IPC dated 17.6.2005
		KM No. 15.7.2005 between Mathela-Taivadiya stations.	Placing of stones on 15.7.2005.	Civil Police/Moghat Cr. No. 458/05 under section 150, 151 & 152 IRA dated 16.7.2005.
2006	Bina	KM No. 909/3-5 between Gulabganj and Sumer stations.	Placing of CST-9 plates.	Civil Police/Gulabganj Cr.No.132/06, under section 150, 151 Railways Act
2007	—	—	—	—

*[English]***Development of Buddhist Stupa, AP**

1577. SHRI BADIGA RAMAKRISHNA: Will the Minister of CULTURE be pleased to state:

(a) the reasons for neglecting to develop a 2nd Century Buddhist Stupa at Jaggaiahpet in Krishna District of Andhra Pradesh even after its excavation in 1881;

(b) whether ASI has taken initiative to develop the above mentioned Buddhist Stupa; and

(c) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The remains of Buddhist Stupa at Jaggaiahpet, Krishna District, Andhra Pradesh, is protected under the Provisions of Ancient Monuments and Archaeological Sites and Remains Act of 1958 and is maintained regularly by the Archaeological Survey of India as per archaeological principles.

(b) and (c) To develop the site, scientific clearance work was carried out revealing ancient floor levels, pillars and loose sculptures besides the remains of viharas. Further, for carrying out appropriate conservation works at the Mahastupa Rs. 1.35 lakh has been sanctioned during the current financial year (2007-08)

Utilisation of Infrastructure at Airports

1578. SHRI NARAHARI MAHATO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that there is an uneven distribution in the flow of traffic resulting in pressure on infrastructure at certain airports and a massive under-utilization of the existing infrastructure in other airports; and

(b) if so, the steps taken/proposed to be taken by the Government for the proper utilization of infrastructure at airports, especially the International Airport at Delhi and Kolkata?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) In order to disperse traffic, the number of International airports has been increased from five in the year 2000 to seventeen at present. The capacity of Delhi and Kolkata airports is being enhanced to meet the growing traffic demand. In addition, 35 non-metro airports are also being modernised and expanded to handle additional traffic.

Laying of Pipeline by ONGC

1579. SHRI NAVEEN JINDAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation (ONGC) propose to lay a pipeline for transportation of crude oil from Barmer to Gujarat;

(b) if so, the details of the project and the ratio in which the cost of the project will be shared between Cairn & ONGC; and

(c) the time by which the project is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No final decision has been taken by the Government on various options to evacuate crude oil from Barmer.

(b) and (c) does not arise.

Sale of Surplus Land of Sick PSEs

1580. SHRI G. KARUNAKARA REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to sell surplus land of the sick Public Sector Enterprises (PSEs) to improve their condition;

(b) if so, the details thereof;

(c) the details of the sale of surplus land and the estimated amount to be received as a result thereof industry-wise;

(d) whether the Government has prepared any action plan to improve condition of the PSEs by the money so earned;

(e) if so, the details thereof; and

(f) if not, the alternative action plan prepared by the Government in this regard?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) and (b) The policy of the Government on Public Sector envisages that "every effort will be made to modernize/restructure sick public sector companies and revive sick industry". Sale of surplus land may be one of the means for raising resources to meet the cost of the revival package approved by the Government on case to case basis.

(c) Identification and sale of surplus land is done by the concerned Central Public Sector Enterprise (CPSE) as per revival package approved by the Government. Sale proceeds of land is estimated by CPSE as per the characteristics of land available with CPSEs, which may be lease-hold/concessional/free-hold land etc. and other conditions imposed on disposal of land by the respective Governments at the time of establishment of the PSEs. Amount realized by HMT Ltd. has been Rs. 380 crore and by Praga Tools Ltd. Rs. 82 crore during the last two years by sale of land.

(d) to (f) A Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to make recommendations inter-alia on the revivability and future of the CPSEs, which may include sale of the surplus land. Based on the recommendations of BRPSE, Government have approved revival package for 26 CPSEs. The revival package of some of these CPSEs like HMT Machine Tools Ltd., Praga Tools Ltd., HMT Bearings Ltd., NTC and its subsidiaries, Hindustan Antibiotics Ltd. etc. include sale of the surplus land.

Economic Package

1581. SHRI PRALHAD JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any specific plans and proposals for providing well co-ordinated and economic air travel facilities to Indian public; and

(b) if so, the details of any such package the Government proposes in the coming months?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Domestic air fares are not regulated by the Government after the repeal of Air Corporation Act 1953. Domestic Airlines are free to charge air fares in their commercial judgement.

[Translation]

Passenger Train Between Delhi and Bhiwani

1582. SHRI KULDEEP BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that there is no passenger train between Delhi and Charkhi Dadri after completion of gauge conversion of Delhi-Bhiwani via Charkhi Dadri line;

(b) if so, the reasons therefor; and

(c) the steps taken by the Railways for starting passenger trains between Delhi and Bhiwani via Charkhi Dadri for convenience of general public and particularly daily passengers?

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

(b) and (c) Introduction of trains between Delhi and Bhiwani via Charkhi Dadri is not feasible at present due to operational constraints.

Indians Visited Abroad

1583. SHRI DHARMENDRA PRADHAN:
SHRIMATI KARUNA SHUKLA:

Will the Minister of TOURISM be pleased to state:

(a) whether there has been a constant increase in the number of Indians visiting abroad as tourists;

(b) if so, the Statewise, yearwise and countrywise details of the Indians who visited abroad as tourists during the last three years;

(c) whether the Government have formulated any scheme to encourage this and whether any target has been fixed in this regard; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SMRIMATI AMBIKA SONI): (a) The Bureau of Immigration, Ministry of Home Affairs, the agency responsible for regulating and monitoring the arrivals and departures across international borders in India, does not maintain separate statistics of Indians visiting abroad as tourists.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

New Railway Line for Dyothsidhi Religious Place

1584. PROF. PREM KUMAR DHUMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways plan to connect Dyothsidhi, a sacred religious place with the Pathankot-Jogendra Nagar Rail line via Ranital and Jwalamukhi so as to provide a rail link with the railway network of rest of the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) and (c) Do not arise.

[*English*]

Train between Durgapur and Howrah

1585. SHRI SUNIL KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start train between Durgapur and Howrah;

(b) if so, the details thereof;

(c) whether there is any proposal to allow physically handicapped person with one companion with free ticket from one place to another; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) At present, there is no such proposal to introduce train from Durgapur to Howrah. However, 3051/3052 Siuri-Howrah Express via Durgapur has been introduced from 01.07.2007 providing additional service between Durgapur and Howrah.

(c) No, Sir.

(d) Does not arise.

[*Translation*]

Historical Places in UP

1586. SHRI BHANU PRATAP SINGH VERMA: Will the Minister of CULTURE be pleased to state:

(a) the details of Centrally protected monuments in Uttar Pradesh (UP) at present;

(b) the agency responsible for the maintenance of these places;

(c) the amount spent on the maintenance of these monuments during the last three years;

(d) the details of revenue earned from these monuments during each of the last three years?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There are 742 monuments/sites declared as of national importance in the Uttar Pradesh (U.P.) as per list enclosed statement. Archaeological Survey of India looks after their proper upkeep, maintenance, conservation and preservation.

(c) The expenditure incurred on conservation, preservation, maintenance and environmental development of these centrally protected monuments during the last three years is as under:

	Rupees in Lakhs
Year	Total
2004-05	1392.48
2005-06	1331.14
2006-07	1300.36

(d) The details of revenue earned from these monuments during the last three years are as under:

	Rupees in Lakhs
Year	Total
2004-05	2526.33
2005-06	2619.92
2006-07	2956.46

Statement*List of Centrally Protected Monuments in Uttar Pradesh***Agra Circle**

Sl.No.	Name of monument/site	Locality	District
1	2	3	4
1.	<p>Agra Fort Including Akbari Mahal Anguri Bagh Baoli of the Diwan-i-Am Quadrangle. Carved stone inscription dated A.D. 1605 inside the Delhi gate entrance. Chitor Gates. Diwan-i-Am or Hall of Public Audience Diwan-i-Khas or Private Hall of Audience Galleries beneath the Khas Mahal Hon'ble John Russell Colvin's Tomb. Inner Amar Singh Gate. Inner Delhi Gate. Jahangiri Mahal Jahangir's Bath Khas Mahal or the Aramgah or private hall including the golden pavilions on each side. Ladies Bazaar attached to the Nagina Masjid. Machchi Bhawan or Fish House. Maharatta Building impinging on the Nagina Masjid. Mina Masjid Moti Masjid or Pearl Mosque Royal Baths Nagina Masjid Salimgarh Saman Burj with Pachisi Court and surrounding chambers. Shahjahan's apartment Shish Mahal Somnath Gates Well (Baoli) in the Akbari Mahal.</p>	Agra	Agra
2.	Barah Khamba together with adjoining area comprised in part of survey plot no. 150 as shown in the site plan.	Agra, Tajganj	Agra
3.	Chattries on the Yamuna bank to the north of Ram Bagh	Agra	Agra
4.	Chauburji, of the temporary Burial place of Emperor Babur, together with the Chabutra on which it stands	Agra	Agra

1	2	3	4
5.	Chini-ka-Rauza including well, tank and kiosk facing the river Yamuna.	Agra	Agra
6.	City wall on the west side of Agra Gate.	Agra	Agra
7.	Dakhini darwaza in Mohalla Tajganj.	Agra	Agra
8.	Firoz Khan's Tomb.	Agra	Agra
9.	Gateway at Pul Changa Modi.	Agra	Agra
10.	Gateway in the interior of Tajganj.	Agra	Agra
11.	Great Idgah.	Agra	Agra
12.	Itimad-ud-Daula's Tomb	Agra	Agra
13.	Inscribed tablet in a piece of the old city wall of Agra (Akbarabad) on the west side of the Mahatma Gandhi road .	Agra	Agra
14.	Jami Masjid	Agra	Agra
15.	Jhun Jhun Katora	Agra	Agra
16.	Khans Gate	Agra	Agra
17.	Kiosk and buildings other than the river side kiosk at or near Zohra Bagh.	Agra	Agra
18.	Mehtab Bagh on the river bank, facing the Taj.	Agra	Agra
19.	Maqbara called Kala Gumbaz between Chini-ka-Rauza and Bagh Wazir Khan.	Agra	Agra
20.	Old Delhi Gate of city.	Agra	Agra
21.	Pahlwan's Tomb near Cantonment, Gwalior Road	Agra	Agra
22.	Ram Bagh Gateways	Agra	Agra
23.	Ram Bagh Houses, Kiosks, terraces and Katra.	Agra	Agra
24.	Rauza Diwanji Begum and Mosque	Agra	Agra
25.	Sat Kuiya or Seven wells close by Ram Bagh on the Aligarh Road.	Agra	Agra
26.	Small Chattri on Agra-Mathura Road.	Agra	Agra
27.	Statue of Akbar's House on the Agra-Sikandara Road.	Agra	Agra

1	2	3	4
28.	<p>Taj and grounds including the Masjid on the west side, the pavilions on the east and west sides of the grounds; great south entrance gateway and great courtyard surrounded by cloisters.</p> <p>Dalans round Taj Quadrangle</p> <p>Drinking fountain in the west enclosure wall of the Taj Garden.</p> <p>Entrance Gateway of Khan-i-Alam Bagh</p> <p>Fatehpur Masjid</p> <p>Kali Masjid and enclosure wall.</p> <p>Khan-i-Alam Bagh together with the new tank near the Taj Mahal</p> <p>Old Mughal Aqueduct.</p> <p>Sahelion-ka- Gumbaz No. 1</p> <p>Sahelion-ka-Gumbaz No. 2</p> <p>Sahelion-ka-Gumbaz No. 3</p> <p>Sahelion-ka-Gumbaz No. 4</p> <p>Sirhi Darwaja facing the inner entrance gate of theTaj.</p> <p>Tank near the Fatehpur Masjid</p> <p>Well at the Taj garden</p>	Agra	Agra
29.	Tank Pahlwan near Cantonment, Gwalior road.	Agra	Agra
30.	Two Gateways of early Mughal date at the northeast and northwest corner of Rambagh.	Agra	Agra
31.	Well and flight of steps in the Charbagh.	Agra	Agra
32.	Zohra Bagh and River side Kiosk.	Agra	Agra
33.	Kos Minar	Agra-Fatehpur Sikri Road,Mile 09,Furlong 04	Agra
34.	Kos Minar	Agra-Fatehpur Sikri Road, Mile 11, Fag 01	Agra
35.	Kos Minar	Agra-Fatehpur Sikri Road, Mile 12, Furlong 07	Agra
36.	Kos Minar	Agra-Fatehpur Sikri Road, Mile 15, Furlong 02	Agra

1	2	3	4
37.	Kos Minar	Agra-Fatehpur Sikri Road, Mile 04, Furlong 03	Agra
38.	Kos Minar	Agra-Mathura Road, Mile 06, Furlong 07	Agra
39.	Kos Minar	Agra-Mathura Road, Mile-09, Furlong 04	Agra
40.	Kos Minar	Agra-Mathura Road, Mile- 126, Furlong 01	Agra
41.	Tomb of Mahabat Khan's Daughter.	Bagh Rajpur	Agra
42.	Chattrie making the site of the Empress Jodhbai's Tomb.	Bhogipura	Agra
43.	Double storied Mughal pavilion called Hajeera.	Burhia-ka-Tal	Agra
44.	The village known as Burhia-ka-Tal.	Burhia-ka-Tal	Agra
45.	Fatehpur Sikri Abul Faizi's House Abul Faizi's House Agra Gate. Ajmer Gate. Ankh Michauli and vaults beneath. Archways partly supporting platform by the water work and in front of covered way leading from Jodhbai's Palace towards the Hiran Minar. Astrologer's Seat & vaults beneath Baha-ud-Din's Tomb. Buland Darwaza of the Jami Masjid Baoli on the north side of Agra road below Hakim's Bath. Baradari near Kush Mahal. Baradari near Naubat Khana Baradari near Tehra Darwaza Birbal's Gate Building commonly called Baiju-ka-Makan Chandanpol Gate Chor Darwaza City Walls Cloisters in front of the hammam by the gate leading into the Diwani-i-Am courtyard. Daftarkhana (Old Dak Bungalow)	Agra	Agra

1	2	3	4
---	---	---	---

Dalan (attached to Mariam's House)
 Darogha's House
 Delhi Gate
 Diving well
 Diwan-i-Khas with cloisters
 Domed Baths
 Domed Gateway on the stone ridge by the
 Agra Gate
 Elephant Gate or Hathī Pol
 Girl's School
 Guard House attached to Jodh Bai's Palace
 Guard House (attached to Mariam's House)
 Guard House
 Guard House at the foot of the ridge by Agra gate
 Gwalior Gate
 Hakim's Bath
 Hakim's (Doctor's) house
 Hamamm, southeast of Buland Darwaza
 Hamamm, in front of the Buland Darwaza
 Hammam (attached to Jodh Bai's Palace)
 Hammam, No. 2
 Hammam, No. 3
 Hammam outside Abul Fazi's House
 Hawa Mahal (Jodh Bai's Palace)
 Hiran Minar
 Horse stables, Camel stables & Hammam
 Hospital at the corner of Birbal's House
 Hospital and latrine
 Jami Masjid (Dargah)
 Jodh Bai's Palace
 Karwan buidings above the Karwan Sarai
 Karwan Sarai
 Khanqah
 Khanqah attached to Dargah Jami Masjid
 Khas Mahal cloisters
 Khatai Khana
 Khush Mahal or "Hada Mahal"
 Khwabagh (Khas-Mahal)
 King's Gate of the Jami Masjid
 Kitchen (attached to Mariam's Houses)
 Lal Darwaza
 Mariam's House
 Mint
 Nagina Masjid
 North Gate commonly known as Zanana
 Rauza of the Jami Masjid
 Octagonal Baoli

1	2	3	4
	<p>Pachisi Court with Dalans Panch Mahal Pigeon house Poor house on the southeast angle of Jami Masjid Ranges of building between Diwan-i-Am and the Treasury including a Hammam Poor house (attached to Nagina Masjid) Rang Mahal Ruined Bath, east of the Octagonal Baol Salim Chishti's Tomb Samosa Mahal, north of Abul Fazl's House Sangin Burj Small Baths, north of Abul Fazl's house Small Masjid attached to Baha-ud-din's Tomb Small Masjid between Delhi Gate & Lal Darwaza Stone Cutter's Masjid Sukh Tal Sweet Tank at the back of Diwan-i-Khas Tomb of Islam Khan Treasury and Naubat Khana Turkish Sultana's House and Hammam Viaduct across the road leading to Bharatpur Viaduct across the road leading to Bharatpur Viaduct across the road leading to Bharatpur Well by Hiran Minar</p>		
46.	Tomb of Sadiq Khan	Gelana	Agra
47.	Tomb of Salabat Khan	Gelana	Agra
48.	Dhakri-ka-Mahal Jami Masjid	Gopalpura Itimadpur	Agra Agra
49.	Jagner Fort including the Gwal Baba Temple with the Stairway leading there to and the baoli outside and below the main gate on the hill of Jagner.	Jagner	Agra
50.	Two gateways and the Mosque in the Jajau Sarai.	Jajau	Agra
51.	Humayun Masjid	Kachhpura	Agra
52.	Bara Khamba	Kagarol	Agra
53.	Guru-ka-Tal	Kakretha	Agra
54.	Fifty- two bullock well	Khawaspur	Agra
55.	Kamal Khan's Dargah	Khawaspur	Agra

1	2	3	4
56.	Old Tila and Tasu Tila	Khawaspur	Agra
57.	Roman Catholic Cemetery with all its tombs, Boundary Walls, gateways and gardens	Lashkarpur and Sadi-ka-Nagla	Agra
58.	Mass of rubble and concrete said to contain tombs of Ladli Begum and her two brothers Faizi and Abul Fazi	Mau	Agra
59.	Ibbari Khan's Mosque	Near Sikandara	Agra
60.	Jaswant Singh-ki-Chattri	Rajwara	Agra
61.	Tomb of Sheikh Ibrahim (Nephew of Salim Chishti)	Rasulpur	Agra
62.	Akbar's Tomb, gateway and walls round the ground.	Sikandara	Agra
63.	Dalans on the east and south sides of the great south gate and domed structure on the west side of the same gate.	Sikandara	Agra
64.	Kanch Mahal, at the southeast corner of Akbar's Tomb	Sikandara	Agra
65.	Mariam's Tomb	Sikandara	Agra
66.	Small mosque situated in the Church Missionary Society's compound	Sikandara	Agra
67.	Monuments in the memory of Captain Ronald Cameron and other soldiers.	Aligarh	Aligarh
68.	Monument in memory of the brave men who fell at the hour of victory.	Gangiri	Aligarh
69.	Three Mounds	Gorai Dhana, Igias,	Aligarh
70.	Masjid	Pilkhana	Aligarh
71.	Khera Mound	Bajera Khera	Aligarh
72.	Smaller Mound	Bajera Khera	Aligarh
73.	Nagara Khera	Shahgarh Khera, Shahgarh	Aligarh
74.	Old Garhi or Mud Fort	Shahgarh Khera, Shahgarh	Aligarh
75.	Sahegarh Khera	Shahgarh Khera, Shahgarh	Aligarh
76.	Ancient site consisting of the remains of an ancient fort and an extensive Khera	Sankara	Aligarh

1	2	3	4
77.	High isolated conical shaped mound	Sankara	Aligarh
78.	Mound, part of which appears to be the remains of a Buddhist stupa or a temple	Sankara	Aligarh
79.	Monument near Old Fort	Tappal	Aligarh
80.	Tomb of Thomson Simpson	Tappal	Aligarh
81.	Kos Minar in field no.194/1/(191/1)	Jarhulia	Auraiya
82.	Kos Minar in field no. 215-1	Paighambarpur	Auraiya
83.	Kos Minar in field no.127	Bhagautipur	Auraiya
84.	Gateway	Ajima	Auraiya
85.	Kos Minar in field no. 684 and 685, Panhar	Salempur alias Sale under Revenue Mauza, Panhar	Auraiya
86.	Ancient mound at Kasuri	Bamnauli	Baghpat
87.	Mound known as Parasu Ram ka Khera	Alamgirpur	Baghpat
88.	Mound known as Lakha Mandap	Barnawa	Baghpat
89.	Begum's Masjid for three lofty domes	Aonia	Bareilly
90.	Tomb of Hafiz-ul-Mulk Rahmet Khan, the Rohila Chief	Bareilly, Bakar Ganj	Bareilly
91.	Tomb of Hermit Shah Dana	Bareilly, BakarGanj	Bareilly
92.	Large obelisk of red sandstone	Fateh Ganj	Bareilly
93.	Several ancient ruined mounds in which Indo-Scythian coins are found.	Pachomi or Wahidpur Pachaumi	Bareilly
94.	Ancient Site	Ramnagar, Alampur Kot	Bareilly
95.	Fort	Ramnagar	Bareilly
96.	Mound called Chikatia Khera	Ramnagar	Bareilly.
97.	Mound to the south of the tans known as of the Gandhan Sagar and Adisagar	Ramnagar	Bareilly
98.	Small hillock called Katari Khera or Kottari Khera	Ramnagar	Bareilly
99.	Stupa mound	Ramnagar	Bareilly

1	2	3	4
100.	Two Buddhist mounds close to the Konwaru Tal	Ramnagar	Bareilly
101.	Site near Aonla railway station	Rehtoria	Bareilly
102.	Mordhaj also known as Munawar Jar with lofty mound	Chandanpura	Bijnor
103.	Fort	Chandpur	Bijnor
104.	Mosque	Chandpur	Bijnor
105.	Old British Cemetery	Daranagar	Bijnor
106.	Ancient Site	Daulatabad	Bijnor
107.	Tomb of Nawab Shujat Khan	Jahanabad	Bijnor
108.	Jami Masjid	Mandawar	Bijnor
109.	Well	Mandawar	Bijnor
110.	Old Pathan Fort	Nagina	Bijnor
111.	Cemetery of Nawab Najib-ud-Daula	Najibabad	Bijnor
112.	Pathargarh Fort	Najibabad	Bijnor
113.	Portion of the old Palace	Najibabad	Bijnor
114.	Tomb of Nawab Najib-ud-Daula	Najibabad	Bijnor
115.	Mound (Kushan king Vasudeva)	Tip	Bijnor
116.	Dargah of Imadul Mulk alias Pisan Hari-ka-Gumbaz dated A.H. 896	Budaun	Budaun
117.	Jami Masjid	Budaun	Budaun
118.	Tomb, Mohalla Behrampur, Tomb of Ikhlas Khan	Budaun	Budaun
119.	Tomb of Makhduman Jahan, the mother of Alaudin Alam	Budaun	Budaun
120.	Several large tumuli (Kheras) in and about Ahar.	Ahar	Bulandshahr
121.	Ruins of an old temple known as Chandrani-ka-Mandir	Chandok	Bulandshahr
122.	Balai Kot or Upper Fort	Bulandshahr	Bulandshahr
123.	Large mound known as Moti Bazaar	Bulandshahr	Bulandshahr
124.	Two cemeteries	Bulandshahr	Bulandshahr
125.	Masonry tank and ancient temple	Dankaur	Bulandshahr
126.	Ahirpura mound or lesser temple mound	Indor	Bulandshahr
127.	Kundanpura mound or the great temple mound	Indor	Bulandshahr

1	2	3	4
128.	Lofty mound with a small village perched on the east northeastern side of it.	Indor	Bulandshahr
129.	Khera or mound called Talapatnagari or Myaji Khera	Shikarpur	Bulandshahr
130.	Large Mound	Atranjikhhera	Etah
131.	Khera Basundara	Basundra	Etah
132.	Large mound dividing the village into two distinct portions known as Bilsar Pachiya and Bilsar Purva.	Bilsar	Etah
133.	Mound containing ancient relics of the Gupta period.	Bilsar	Etah
134.	Tombs of Colonel Gardener and his Begum	Chaoni	Etah
135.	Remains of an old temple	Malawan	Etah
136.	Two Mounds together with a statue, ancient sculptures and other antiquarian remains.	Noh Khas and Khera Noh	Eath
137.	Fort	Sakit	Etah
138.	Ruined Mosque in the old Fort	Sakit	Etah
139.	Extensive Khera	Sarai Aghat	Etah
140.	Sita Ramji's temple	Soron	Etah
141.	Remains of an old Fort	Asai Khera	Etawah
142.	Ancient fortress and site	Chakra Naga	Etawah
143.	Gateway	Ekdil	Etawah
144.	Jami Masjid with its appurtenances	Etawah	Etawah
145.	Closed cemetery at all Souls Memorial Church	Fatehgarh	Farrukhabad
146.	Closed cemetery at Fort	Fatehgarh	Farrukhabad
147.	Closed cemetery at British Infantry lines	Fatehgarh	Farrukhabad
148.	Tomb of Surgeon Thomas Hamilton	Fatehgarh	Farrukhabad
149.	Queen Victoria Memorial	Fatehgarh	Farrukhabad
150.	Most easterly mound of the isolated tilas Tomb of Major Robertson (now Auraiya District, hence Lucknow Circle)	Kampil Karhar	Farrukhabad Farrukhabad
151.	Mosque and Saraia	Khudaganj	Farrukhabad

1	2	3	4
152.	Stone and its enclosure marking the place where the late Field Marshall Earl Roberts, P.C.K.G.etc. earned his Victoria Cross at the battle of Kali Nadi in 1857 situated in grave.	Khudaganj	Farrukhabad
153.	Site of an old Buddhist Vihara, Extensive mound	Pakhnabihar	Farrukhabad
154.	Extensive Mound	Pilkhana	Farrukhabad
155.	Tomb of Nawab Rashid Khan	Meunshidebad	Farrukhabad
156.	Ancient Site	Sankissa	Farrukhabad
157.	Tank of Naga called Karevar or Kandayat Tal	Sankissa	Farrukhabad
158.	Tomb of Lt. Col. John Guthrie in the mud fort	Thatia	Farrukhabad
159.	Tomb of Mohd. Khan Bangash Nawab	Farrukhabad	Farrukhabad
160.	Tomb of Fariduddin alias Main Fiddu	Shekpur Garhi, Rapri, Shikhoabad	Firozabad
161.	Tomb of Nasiruddin	Shekpur Garhi, Rapri, Shikhoabad	Firozabad
162.	Tomb of Nizammuddin	Rapri, Shikhoabad	Firozabad
163.	Idgah	Rapri, Shikhoabad	Firozabad
164.	Archaeological Site & Remains comprised in Survey Plot Nos. 736, 738/2, 738/3 & parts of Survey Plot Nos. 737, 738/1 and 738/1 and 738/4 as shown in the site plan	Gulistanpur	Ghaziabad
165.	Raja Karan ka khera	Paragana put, Mustafabad,	Ghaziabad
166.	Monument near Kilah railway station	Hathras	Hathras
167.	Remains of an old Hindu temple inside the Dayaram's fort	Hathras	Hathras
168.	Small circular mound	Lakhnu	Hathras
169.	Mound	Lakhnu	Hathras
170.	Monument of Major Robert Naim	Pipalgaon	Hathras
171.	Monument in the memory of Samuel Anderson Nichterlein	Sasni	Hathras
172.	Mound known as Gohana Khera	Sasni	Hathras

1	2	3	4
173.	Well or Baoli known as Bah-ka-Kuan	Amroha	Jyotibha Phule Nagar
174.	Talib Khan's Tomb	Azampur	Jyotibha Phule Nagar
175.	Tomb of Abdul Ghafur Shah	Azampur	Jyotibha Phule Nagar
176.	Tomb of the grand son of Abdul Ghafur Shah and Mosque	Azampur	Jyotibha Phule Nagar
177.	Unknown Tomb	Chaudhariapur	Kannauj
178.	Tomb of Sergeant, instructor of Musketry James Norfolk	Gursahaiganj	Kannauj
179.	Bala Pir Tomb	Kannauj	Kannauj
180.	Big Mosque	Kannauj	Kannauj
181.	Kachhiriwala tomb	Kannauj	Kannauj
182.	Mosque and the tomb of Makhdum Jahanian	Kannauj	Kannauj
183.	Mound known as Old Fort	Kannauj	Kannauj
184.	Outer gateway	Kannauj	Kannauj
185.	Small mosque west of Bala Pir	Kannauj	Kannauj
186.	Small inner gateway	Kannauj	Kannauj
187.	Tomb of Sheikh Mohammad Mehdi	Kannauj	Kannauj
188.	Zanana Gumbad	Kannauj	Kannauj
189.	Closed cemetery	Mainpur	Mainpuri
190.	Ancient site	Bajna	Mathura
191.	Pillar with Sanskrit inscription dated samvat 1666 in the flanking tower at the Bhanakaur tank	Barsana	Mathura
192.	Mound (Barse ka Tila)	Bhadar	Mathura
193.	Temple of Govind Deo	Brindaban	Mathura
194.	Temple of Jugal Kishore	Brindaban	Mathura
195.	Temple of Madan Mohan	Brindaban	Mathura
196.	Temple of Radha Ballabh	Brindaban	Mathura
197.	Akbari Sarai	Chhatta	Mathura
198.	Kos Minar, Mile 19 Furlong 1	Chhatta	Mathura
199.	Kos Minar, Mile 24 Furlong 3	Chhatta	Mathura

1	2	3	4
200.	Kos Minar, Mile 26 Furlong 7	Chhatta	Mathura
201.	Kos Minar, Mile 29 Furlong 4	Chhatta	Mathura
202.	Two mounds, the second mound is known as Singer Tila	Ganesra	Mathura
203.	Kos Minar	Gohari	Mathura
204.	Mound	Jaisinghpura	Mathura
205.	Fortified Sarai with all its walls and gateways	Kosi	Mathura
206.	Small mound locally known as Chavar	Kosi	Mathura
207.	Mound	Kota	Mathura
208.	Mound marking the Old Fort	Mahaban	Mathura
209.	Ancient Site containing fragments of images	Mat	Mathura
210.	Ancient sculptures, carvings, images, bas-reliefs, inscriptions, stones and like objects	Mathura	Mathura
211.	Gayatri mound	Mathura	Mathura
212.	Girdharpur mound	Mathura	Mathura
213.	Gopal Khera	Mathura	Mathura
214.	Kankali tila, Jain and Chaubara Mound	Mathura	Mathura
215.	Kos Minar on the circular road	Mathura	Mathura
216.	Palikhera Mound	Mathura	Mathura
217.	Portions of Katra Mound which are not in the possession of Nazul tenants on which formerly stood a temple of Keshavadeva which was dismantled and the site utilised for the mosque of Aurangzeb	Mathura	Mathura
218.	Sati Burz, supposed to commemorate the Sati of the widow of Raja Biharmal of Jaipur erected by her son Raja Bhagwandas in A.D. 1570	Mathura	Mathura
219.	Site of ancient Pokhar (Pushkanini)	Mathura	Mathura
220.	Ahalyaganj Mound	Mathura-Brindaban road	Mathura
221.	Chamunda Tila	Mathura-Brindaban road	Mathura

1	2	3	4
222.	Kos Minar, Mile 3, Furlong 5.175 from the boundary,	Mathura-Delhi road	Mathura
223.	Kos Minar, Mile 11, Furlong 5 (west of Chamah village)	Mathura-Delhi road	Mathura
224.	Kos Minar, opposite to mile 13, Furlong 1 from road	Mathura-Delhi road	Mathura
225.	Kos Minar, Mile 116, 400 yards from road	Mathura-Delhi road	Mathura
226.	Kos Minar in the beginning of Dig road	Mathura-Dig road	Mathura
227.	Ancient Site	Mora	Mathura
228.	Extensive site containing a high mound apparently a fort with ramparts and corner turrets	Shahpur Ghosana	Mathura
229.	Mound	Sonauth Janubi	Mathura
230.	Ancient Mound	Adinga	Mathura
231.	Ancient Mound (Hathi Tila) near Kishori Raman college	Kesopur Menoharpur	Mathura
232.	Queen Victoria Memorial	Mathura	Mathura
233.	Cemetery at the junction of Meerut-Delhi Road	At the junction of Meerut-Delhi road	Meerut
234.	Mound known as Uita Khera and the mound or Raghunathji	Hastinapur	Meerut
235.	Andhra Court, a high brick fortress supposed to have been built by Mahi	Meerut	Meerut
236.	Cemetery of the Meerut racecourse	Meerut	Meerut
237.	Tomb of Shah Peer	Meerut	Meerut
238.	Begum's Palace	Sardhana	Meerut
239.	Roman Catholic Church	Sardhana	Meerut
240.	Tombs or Sardhana Cemetery	Sardhana	Meerut
241.	Two mounds (Kheras) named Khorkali and Jalapar	Servara	Meerut
242.	Amarpati Khera	Alipur	Moradabad
243.	Chandesvara Khera	Bemi	Moradabad
244.	Khera or Mound reputed to be the ruin of a palace Raja Vena	Bemi	Moradabad
245.	Large mound, the site of an ancient temple	Bherabharatpur	Moradabad
246.	Old Fort and its relics	Firozpur	Moradabad

1	2	3	4
247.	Ancient Mound	Gumthal Khera	Moradabad
248.	Large Mound	Karvar	Moradabad
249.	Jami Masjid	Sambhal	Moradabad
250.	Mound	Sarthal Khera	Moradabad
251.	Gateway of Karwan Sarai	Sondhan Muhammadpur	Moradabad
252.	Mosque of Karwan Sarai	Sondhan Muhammadpur	Moradabad
253.	Mosque and Tomb of Shah Abdul Razak and his four sons	Jinhana	Muzaffar Nagar
254.	Octagonal Wall	Majhera	Muzaffar Nagar
255.	Tomb of Diwan Saiyed Mohammad Khan	Majhera	Muzaffar Nagar
256.	Tomb Saiyed Hussain also called Sayed Chajju Khan	Majhera	Muzaffar Nagar
259.	Tomb of Saiyed Umar Nur Khan	Majhera	Muzaffar Nagar
260.	Tomb of Saiyed Saif Khan and his mother	Majhera	Muzaffar Nagar
261.	Jami Masjid	Pilibhit	Pilibhit
262.	Badshahi Bagh locality known as Badshahi Mahal	Badshahi Mahal	Saharanpur
263.	Khera ki Bandi, Old Cemetery	Lodhipur	Saharanpur
264.	Old British Cemetery, Khata Khedi	Saharanpur	Saharanpur
265.	Old British Cemetery, Saharanpur City	Saharanpur	Saharanpur
<i>Lucknow Circle</i>			
266.	Allahabad Fort (i) Ashoka Pillar (Inscribed stone pillar) Zanana Palace	Allahabad	Allahabad
267.	Cemeteries in Kydganj	Allahabad	Allahabad
268.	Khusru Bagh:- Enclosure wall and Gateway of Khusru Bagh, Tomb of Bibi Tamolan, Tomb of Sultan Khusru, Tomb of Sultan Khusru's Mother, Tomb of Sultan Khusru's Sister	Allahabad	Allahabad
269.	Queen Victoria's Memorial in Alfred park	Allahabad	Allahabad
270.	Small high mound, the ancient site of a large Hindu Temple	Bara	Allahabad
271.	The area of the waste land divided by a ravine into two large mounds called "Garha and Garhi"	Bhita	Allahabad

1	2	3	4
272.	Large stone dwelling house said to have been the residence of the two heroes of Ala and Udai cir. 8th century AD	Chilla	Allahabad
273.	Standing figure identified by Fuhrer as Buddha Asvaghosha with a five-headed snake canopy and worshipped under the name of Srigari Devi	Deora	Allahabad
274.	A rocky hall on the south face of the top bearing an inscription of three lines of Indo-Scythian period in red paint with some rude drawings of men and animals	Ginja Hill	Allahabad
275.	Ruined forts of Samudra Gupta and Hansagupta	Jhusi	Allahabad
276.	Cave known as Sita-ki-rasoi containing an inscription in characters of the 9th century AD	Mankuar	Allahabad
277.	Extensive mound called Hatgauha Dih	Shiupur	Allahabad
278.	Garhwa fort	Sheorajpur	Allahabad
279.	Large mound called Surya Bhita	Siagraur	Allahabad
280.	Old Nawabi Mosque	Akbarpur	Ahmednagar
281.	Tomb of Salar Saifuddin alias Surkhu Salar	Bahraich	Bahraich
282.	Large brick strewn khara being the ruins of an apparently Buddhist city	Chandra or Chardah	Bahraich
283.	Khara said to be the ruins of one of the principal cities of Raja Karna of the Mahabharata	Hathi Kund	Bahraich
284.	Tomb of Rajab Sajar alias Hatila Salar	Shahpur Jote Yusuf	Bahraich
285.	Domes and buildings inside the inner enclosure including the ancient walls of the inner enclosure of Saiyid Salar Masud's celebrated dargah	Singha Parasi	Bahraich
286.	A mound 20' high apparently formed of solid brick work where the Prithvinath lingam and a copper plate grant were found	Pachran	Balrampur

1	2	3	4
287.	Mound locally known as Ora Jhar situated on the road from Balrampur near the ancient remains of Sahet-Mahet (Sravasti)	Ghooghulpur	Balrampur
288.	Mound locally known as Penahia Jhar situated on the road from Balrampur near the Ancient remains of Saheth-Maheth (Sravasti)	Ghooghulpur	Balrampur
289.	Mound locally known as Kharahua Jhar situated on the road from Balrampur near the Ancient remains of Saheth-Maheth (Sravasti)	Ghooghulpur	Balrampur
290.	Baithak	Akbai	Banda
291.	Closed cemetery, Katra Naka	Banda	Banda
292.	Jami Masjid	Banda	Banda
293.	Monument in memory of General whitelock's Force	Banda	Banda
294.	Baoli	Bhawanipur	Banda
295.	Approaches to Kalinjar Fort	Kalinjar	Banda
296.	Fort of Kalinjar, together with the parapet walls, with the gateways and the monuments inside it, Viz. Sita Kunda, Sita Sez, Patalganga, Pandu Kund, Bhairon-ki-Jhiria, Siddh-ki-gupha, Bhagwan-Sej, Pani-ka-aman, Mrigdhara, Kotitirth, Linga temple of Nilakantha etc.	Kalinjar	Banda
297.	Remains of the old fort with its seven gateways. A temple of Mahadeo and an inscribed stone in Sanskrit lying on the foot and approaches to the same	Kalinjar	Banda
298.	Two inscriptions, one dated 1520, the other undated on a large basalt rock close to the bank of the Paisuni river	Ansuya ji	Chitrakut
299.	Closed cemetery	Bargarh	Chitrakut
300.	Temple	Bargarh	Chitrakut
301.	Remains of a temple, circa 10th century AD locally called Bhar Deul	Barha-Kotra	Chitrakut

1	2	3	4
302.	Small temple with a sanctum and a flat roof	Barha-Kotra	Chitrakut
303.	Two large caves known as Rikhian	Barha-Kotra	Chitrakut
304.	Remains of a small Chandella temple	Birpur	Chitrakut
305.	Two Chandella temples standing together on the same platform	Gonda	Chitrakut
306.	Remains of an old Chandella temple	Dadhwa, Rampur & Manpur	Chitrakut
307.	Balari Nath	Gulrampur	Chitrakut
308.	Two temples	Gulrampur	Chitrakut
309.	City cemetery	Karwi	Chitrakut
310.	Stone temple	Ganesh Bagh one mile south-east of Karwi	Chitrakut
311.	Temple	In the Centre of a tank near the Jail	Chitrakut
312.	Ruins of an old Jain temple called Haihaiti Mandir together with fragments of statues about the fort of the hill	Koh	Chitrakut
313.	Ruins of some Jain Temples	Lauri of Lokhari	Chitrakut
314.	Manikpur cantonment cemetery	Manikpur	Chitrakut
315.	Fort with the fortification walls and the three ruined Jain temples and one ruined Hindu temple inside the fort	Marpha	Chitrakut
316.	Two ruined temples	Mau	Chitrakut
317.	Inscribed statue of Chandella period under a pipal tree	Pura	Chitrakut
318.	Ruins of a large linga temple of the Chandella type	Pura	Chitrakut
319.	Priest's house	Ramnagar	Chitrakut
320.	Remains of a large temple	Ramnagar	Chitrakut
321.	Ruins of a large Chandella temple	Ramnagar	Chitrakut
322.	Group of ruins, the principal object of which is the entrance door of a temple	Rasin	Chitrakut
323.	Remains of an old fort and a disused temple Devi Chandra Maheshwari	Rasin	Chitrakut

1	2	3	4
324.	Rock hewn tank, close to the temple of Chandi Maheshwari	Rasin	Chitrakut
325.	Several Sati pillars with a large standing female figure holding a child in her left arm	Rasin	Chitrakut
326.	Temple of Chandi Maheshwari	Rasin	Chitrakut
327.	Two large caves in the middle of a hillock with broken cultpures scattered about	Rauli	Chitrakut
328.	Three mounds known as Mani-Parbat, Kuber Parbat and Sugrib Parbat	Ayodhya	Faizabad
329.	Beni Khanam's Tomb	Faizabad	Faizabad
330.	Gulab Bari	Faizabad	Faizabad
331.	Tomb of Bahu-Begum	Faizabad	Faizabad
332.	Tomb of Hazi Iqbal, Eunuch of Sadar Jahan Begum including the mosque & the whole compound enclosing them	Faizabad	Faizabad
333.	Tomb of Shuja-ud-daula	Faizabad	Faizabad
334.	Mound called chauki	Aphui	Fatehpur
335.	Monument in the memory of A. Blakely	Asaipur	Fatehpur
336.	Large mound covered with broken bricks and pottery	Asni	Fatehpur
337.	Extensive brick-strewn mound	Asothar	Fatehpur
338.	Smaller mound bearing five large Digamber Jain figures which people call the five Pandavas	Asothar	Fatehpur
339.	Emperor Aurangzeb's Pavilion	Bagh Badshahi (Khajurha)	Fatehpur
340.	Entire compound known as Bagh Badshahi	Bagh Badshahi (Khajurha)	Fatehpur
341.	Temple	Bahua	Fatehpur
342.	Four massive masonry pillars containing stone tablets with inscriptions in Urdu and Hindi representing translations of the Ten Commandments and some verses from Saint John's Gospel, on the Grand Trunk Road just opposite the Public Works Department Inspection House on the western outskirts of the town	Fatehpur	Fatehpur

1	2	3	4
343.	Square sand- stone pillar bearing an inscription of Mahipaladeva dated Samvat 974 in the Municipal Garden attached to the Town Hall	Fatehpur	Fatehpur
344.	The collection of miscellaneous antiquities from different parts of the District grouped round the Asni Pillar of Mahipaladeva in the Municipal garden attached to the Town Hall	Fatehpur	Fatehpur
345.	Hathikhana mosque or Jaichandi mosque	Hathgaon	Fatehpur
346.	Circular mound, the site of a temple	Khairai	Fatehpur
347.	Extensive mound called Garhi	Khairai	Fatehpur
348.	Monument in the memory of T.S.Powell, Col.	Kunwarpur	Fatehpur
349.	Four temples	Kurari	Fatehpur
350.	Ruins of a fort built by Jaya Chandra	Kutla	Fatehpur
351.	Old Fort	Nahar Khor	Fatehpur
352.	Old Fort	Paina Kalan	Fatehpur
353.	Extensive ruins of an ancient fortified town said to be a stronghold of the Chandella	Paina	Fatehpur
354.	Mound with many pieces of stone sculptures collected upon them	Ren	Fatehpur
355.	Ruined temple	Salon	Fatehpur
356.	Two brick Temples	Sirhar Amauli	Fatehpur
357.	Two temples	Thithaura	Fatehpur
358.	Extensive mound and a group of Hindu Sculptures	Tiksariya	Fatehpur
359.	Temple	Tindauli	Fatehpur
360.	Mound covered with bricks with the ruins of the temple of Asokanath Mahadeva	Hathli	Goanda
361.	Certain mounds covered with broken statues and sculptures	Kadwa	Hamirpur

1	2	3	4
362.	Closed British Cemetery	Kaitha	Hamirpur
363.	Jain Temple mounds covered with broken bricks etc., and three kheras near them viz, Ladhanpur, Mirzapur and Itara	Sumerpur	Hamirpur
364.	Major Robert's Tomb	Baramau	Hardoi
365.	Brick mound locally called Bhankargarh	Gandwa	Hardoi
366.	High irregular khara covered with broken bricks and sculptures	Hardoi	Hardoi
367.	Mound known as Kaihaur or Kilo	Kaihaur	Hardoi
368.	Memorial tomb	Khasaura	Hardoi
369.	Large diu covered with broken bricks and pottery crowned with a small ruined temple of the 19th century AD	Kherwa & Kajhgaon	Hardoi
370.	Memorial cemetery	Madhavganj	Hardoi
371.	Well near the Dargah of Makhdum Shah	Mallewan	Hardoi
372.	Large ruined site called Sandi Khara	Pali	Hardoi
373.	Tomb of Nawab of Sadar Johan	Pihani	Hardoi
374.	Ancient mound	Pahunchina Khara (Lakhamapur)	Hardoi
375.	Phulmati	Sandi	Hardoi
376.	Maqbara of Nawab Diler Khan	Shahabad	Hardoi
377.	Sanskrit Inscription of Samvat 1672 on the Chauknanda of Rupin Guru	Akberpur or Ataura	Jalaun
378.	Cemetery	Jalaun	Jalaun
379.	Chaurasi Tomb of Lodhi Shah Badshah	Kalpi	Jalaun
380.	Closed Cemetery	Kalpi	Jalaun
381.	Piece of fort wall on the north-east scarp with its circular bastion	Kalpi	Jalaun
382.	Small domed building carried on six pillars immediately near to the P.W.D. Rest House	Kalpi	Jalaun

1	2	3	4
383.	Cemetery	Kunch	Jalaun
384.	Dome on twelve pillars called Bara Khamba traditionally ascribed to the commander of Prithviraja	Kunch	Jalaun
385.	Mosque	Orai	Jalaun
386.	Ruins of a large temple of the Chandella period	Bangama	Jhansi
387.	Gandai Temple	Barua-sagar	Jhansi
388.	Ghugua-ka-math	Barua-sagar	Jhansi
389.	Jarai-ka-math	Barua-sagar	Jhansi
390.	Jarao-ka-Marhia	Barua-sagar	Jhansi
391.	Tank	Barua-sagar	Jhansi
392.	Jama Masjid	Erich	Jhansi
393.	Gharao-ka-math	Gharao	Jhansi
394.	Memorial cemetery, south of fort on Phuta Darwaza	Jhansi	Jhansi
395.	Monument of Major, F.W. Pinkney, situated on the hillock near the premises of Messers Eduljee Boyce & Co.	Jhansi	Jhansi
396.	Sikhara-roofed temple called Marhia and dedicated to Gonda baba	Khojra	Jhansi
397.	Remains of a Chandella temple	Kishni Khurd	Jhansi
398.	Chandela Temple	Pachwara (Gahras)	Jhansi
399.	Ruins of a large Chandella Temple containing a well preserved statue of Vishnu	Patha-Sagauli	Jhansi
400.	Gunner Burkill's Tomb	Ragoon	Jhansi
401.	Chandela Temple	Sakrar	Jhansi
402.	Ruined temple at the upper end of Rai Tal on the banks of which is a roundish boulder containing two inscriptions of Samvat 1604 and 1608	Sirwabaran	Jhansi
403.	Rani Lakshmi Bai Mahal	Jhansi	Jhansi

1	2	3	4
404.	Chhatari of Raja Gangaghar Rao alongwith tank	Dariapur	Jhansi
405.	Jhansi Fort	Jhansi	Jhansi
406.	Remains of an old Chandella temple	Marha	Jhansi
407.	Temple	Marha	Jhansi
408.	Mound	Bitthoor	Kanpur
409.	Lona cross Garden	Kanpur	Kanpur
410.	Katcheri Cemetery	Kanpur	Kanpur
411.	Memorial well garden	Kanpur	Kanpur
412.	Sawada Kothi, Monument including flight of steps with the surrounding plateau	Kanpur	Kanpur
413.	Subedar-ka-Talab Cemetery	Kanpur	Kanpur
414.	Wheeler's Entrenchment	Kanpur	Kanpur
415.	Kos Minar	Khalaspur	Kanpur
416.	Three images of Lakshmana, Ganesh and Vishnu lying in the cells or each side of the doorway of the temple of Jagannatha and a Gupta pillar lying in the compound of the temple and other images	Behra	Kanpur Dehat
417.	Ancient brick temple	Bhitargaon	Kanpur Dehat
418.	Mound of ruins covered with large bricks and broken figures	Bhitargaon	Kanpur Dehat
419.	Kos Minar	Bhogpur	Kanpur Dehat
420.	Kos Minar	Bhogpur	Kanpur Dehat
421.	Tank near the tomb of Sandal Shah	Bichhiapur	Kanpur Dehat
422.	Temple known as Phulmati Devi	Bihupur	Kanpur Dehat
423.	Kos Minar	Chaparghata	Kanpur Dehat
424.	Kos Minar	Deosar	Kanpur Dehat
425.	Fragment of a pillar	Dumapur	Kanpur Dehat
426.	Kos Minar	Gour	Kanpur Dehat
427.	Kos Minar	Gour	Kanpur Dehat

1	2	3	4
428.	Kos Minar	Halia	Kanpur Dehat
429.	Kos Minar	Jallapur Sikandara	Kanpur Dehat
430.	Ancient brick temple	Kanchilipur	Kanpur Dehat
431.	Two ancient brick temple	Khurda	Kanpur Dehat
432.	Mound and the ancient pillar in a modern domed chamber together with the stone cock lying in the front of it	Lala Bhagat	Kanpur Dehat
433.	Kos Minar	Pailwaru	Kanpur Dehat
434.	Temple known as 'Mahadeo Baba'	Parauli	Kanpur Dehat
435.	Kos Minar	Pitampur	Kanpur Dehat
436.	Kos Minar	Raigawan	Kanpur Dehat
437.	Kos Minar	Rajpur	Kanpur Dehat
438.	Kos Minar	Sankhlin Buzurg	Kanpur Dehat
439.	Kos Minar	Sardarpur	Kanpur Dehat
440.	Sanskrit inscription in the well of Gayadin Sukal	Subhanpur	Kunpur Dehat
441.	Brick temple at Nebia Khera	Bhadwara	Kanpur Dehat
442.	Fort attributed to Jay Chandra	Karra	Kaushambi
443.	Ancient fortress (representing the ancient Kaushambi)	Kosam	Kaushambi
444.	Artificial cave in the fane of the hill of Pabhosa hill	Pabhosa	Kaushambi
445.	Traces of a large brick building on the summit of Pabhosa hill	Pabhosa	Kaushambi
446.	British Monuments	Aurangabad	Kheri
447.	Dilapidated Bundela temple with a colossal statue of Tirthankar called linga with two short inscriptions	Banpur	Lalitpur
448.	Ganesh Khera, an ancient site with a large elephant headed God	Banpur	Lalitpur
449.	Jain Temple	Banpur	Lalitpur

1	2	3	4
450.	Maniktila	Benpur	Lalitpur
451.	Pali Khara	Benpur	Lalitpur
452.	Three temples, two of Vishnu and one of Linga Mahadeva of Gondwani type	Bhadona	Lalitpur
453.	Temple of the Chandella period built mostly of granite	Bharauli	Lalitpur
454.	Temple of Sun God	Budhni	Lalitpur
455.	Bilimori	Chandpur	Lalitpur
456.	Inscription slab of 13th century	Chandpur	Lalitpur
457.	Inscription slab dated samvat 1325	Chandpur	Lalitpur
458.	Jain temple	Chandpur	Lalitpur
459.	Jhammer	Chandpur	Lalitpur
460.	Sahasra Linga	Chandpur	Lalitpur
461.	Small temple in the Jungle	Chandpur	Lalitpur
462.	Two monolithic pillars	Chandpur	Lalitpur
463.	Varaha, inscribed column and ruined shrines	Chandpur	Lalitpur
464.	Vishnu and Lakshmi Narayan shrines	Chandpur	Lalitpur
465.	Vishnu temple known as Phandaria	Chandpur	Lalitpur
466.	Small flat-roofed fane sacred to Mahadeva	Dasraran	Lalitpur
467.	Half-fallen lane of Chandi having a shrine and a porch	Daulatpur	Lalitpur
468.	Large slab of the seven Mothers with Ganesha lying on the bed of the valley below the temple Chandi	Daulatpur	Lalitpur
469.	Ghats	Deogarh	Lalitpur
470.	Gupta Temple	Deogarh	Lalitpur
471.	Jain temples in Deogarh fort	Deogarh	Lalitpur
472.	Large temples	Deogarh	Lalitpur

1	2	3	4
473.	Varaha temple	Deogarh	Lalitpur
474.	Sikhara-roofed temple known as Kathoylan Mithia	Deongoul	Lalitpur
475.	Small temple with broken sikhara known as Chaturbhuj	Deongoul	Lalitpur
476.	Temple of Bhavani	Deongoul	Lalitpur
477.	Sati slab showing three- headed Mahadeva on the top and fighting scenes below	Dhongra	Lalitpur
478.	Small temple of Sankhanath or Santanatha	Dhongra	Lalitpur
479.	Akhara	Dudhai	Lalitpur
480.	Bajrang	Dudhai	Lalitpur
481.	Banbaba	Dudhai	Lalitpur
482.	Bania-ki-Barat	Dudhai	Lalitpur
483.	Chhatra with Varaha	Dudhai	Lalitpur
484.	Jain temples	Dudhai	Lalitpur
485.	Larger Surang	Dudhai	Lalitpur
486.	Lesser Surang	Dudhai	Lalitpur
487.	Linga or Mahadeva	Dudhai	Lalitpur
488.	Rock-cut Narasimha	Dudhai	Lalitpur
489.	Temples	Dudhai	Lalitpur
490.	Two small temples of the Godwani type of which one is sacred to Gond baba and the other to Mahadeva	Dudhai	Lalitpur
491.	Varaha near tank	Dudhai	Lalitpur
492.	Two temples and several relics	Gurha Khara	Lalitpur
493.	Northern temple consisting of a shrine and a porch sacred to Mahadeva or Linga, an inscription of Samvat 1014 over the lintel	Gurha	Lalitpur
494.	Temples dedicated to Vishnu	Gurha	Lalitpur
495.	Kuraiya Bir Temple	Kuchdon	Lalitpur

1	2	3	4
496.	Bansa Building of Firozshah's time	Lalitpur	Lalitpur
497.	Champa Marh	Madanpur	Lalitpur
498.	Jain Group of temples	Madanpur	Lalitpur
499.	Large temple in front of Panch Marhia	Madanpur	Lalitpur
500.	Modi Marh	Madanpur	Lalitpur
501.	Mundi Marh	Madanpur	Lalitpur
502.	Panch Marhia	Madanpur	Lalitpur
503.	Temple at Mahadeva	Madanpur	Lalitpur
504.	Temples (Bari & Chotti Kacheries)	Madanpur	Lalitpur
505.	Two small temples, one of which is sacred to the mother of Mahavira	Madanpur	Lalitpur
506.	Ruined temple. The sanctum site has a statue of Trimurti	Markhera	Lalitpur
507.	Tall Sati- slab called a Caza bearing an inscription of Samvat 1348	Markhera	Lalitpur
508.	Temple	Markhera	Lalitpur
509.	Temple site	Markhera	Lalitpur
510.	Temple of Neelkantha	Pali	Lalitpur
511.	Overhanging rock with some pre-historic sculptured bordering the Jamini Valley	Panduon	Lalitpur
512.	Remains of a large Vishnu temple	Satgato	Lalitpur
513.	Jain Temple and a Torana or Gateway	Sironi Khurd	Lalitpur
514.	Slab containing a Kutila inscription of 46 lines of the reign of Mahendrapaldeva in the compound of Santinatha's temple	Sironi Khurd	Lalitpur
515.	Torana or gateway situated outside the compound of modern Jain Temple	Sironi Khurd	Lalitpur
516.	Temple	Sonrai	Lalitpur
517.	Small temple with three figures of Vishnu in the niches outside	Surabad	Lalitpur

1	2	3	4
518.	Fort	Talbehat	Lalitpur
519.	Temple of Mahadeva	Vijapur	Lalitpur
520.	Mounds covered with bricks	Arjunpur and Rukhara	Lucknow
521.	Cemetery	Bargawan	Lucknow
522.	Cemeteries	Jahraila Road	Lucknow
523.	Amjad Ali Shah's Mausoleum	Hazratganj	Lucknow
524.	Bibiapur House	Cantonment	Lucknow
525.	British Cemetery at Chiria jhil	Sapru Marg	Lucknow
526.	Buildings, north-west of Dilkusha Palace	Cantonment	Lucknow
527.	Cemetery at Alambagh	Lucknow	Lucknow
528.	Cemetery at Dilkusha	Lucknow	Lucknow
529.	Cemetery at Gaughat	Lucknow	Lucknow
530.	Cemetery near Kaiser Pasand	Lucknow	Lucknow
531.	Cemetery near Fort Machi Bhawan	Lucknow	Lucknow
532.	Cemetery in Raja Incha Singh's compound	Lucknow	Lucknow
533.	Cemetery on La-Martiniere Road	Lucknow	Lucknow
534.	Cemetery at Vilayat Bagh	Lucknow	Lucknow
535.	Dargah Hazrat Abbas	Lucknow	Lucknow
536.	Dianut-ud-daula's Karbala	Lucknow	Lucknow
537.	General wali Kothi	Lucknow	Lucknow
538.	Ibrahim Chisti's Tomb	Lucknow	Lucknow
539.	Imambara Amin-ud-daula	Lucknow	Lucknow
540.	Imambara of Asaf-ud-daula	Lucknow	Lucknow
541.	Jama Masjid near Hussainabad	Lucknow	Lucknow
542.	Kaiser Bagh Gates	Lucknow	Lucknow
543.	Kalan-ki-Lal at adjoining cemetery in Faquir Mohammad Khan ka Hata	Lucknow	Lucknow
544.	Karbala of Tal Katora	Lucknow	Lucknow
545.	Kaz-Main Buildings	Lucknow	Lucknow

1	2	3	4
546.	Mulka Jahan's Karbala	Lucknow	Lucknow
547.	Masjid connected with Asaf-ud-daula	Lucknow	Lucknow
548.	Monuments of Ninety- third Highlanders	Lucknow	Lucknow
549.	Nadan Mahal	Lucknow	Lucknow
550.	Nasir-ud-din Haider's: Karbala in Daliganj	Lucknow	Lucknow
551.	Neil's Gate	Lucknow	Lucknow
552.	Old Palace at Dilkusha	Lucknow	Lucknow
553.	Picture Gallery Hussainabad Baradari	Lucknow	Lucknow
554.	Residency Buildings	Lucknow	Lucknow
555.	Rumi Darwaza	Lucknow	Lucknow
556.	Sapper's Tomb	Lucknow	Lucknow
557.	Sikander Bagh Building	Lucknow	Lucknow
558.	Sikhawali Kothi	Lucknow	Lucknow
559.	Tahsin Ali's Mosque	Lucknow	Lucknow
560.	Tomb of Gazi-ud-din Haider	Lucknow	Lucknow
561.	Tomb of Janab Aliya	Lucknow	Lucknow
562.	Tomb known as Char Khamba	Lucknow	Lucknow
563.	Tomb at Lotan Bagh	Lucknow	Lucknow j
564.	Tomb of Mohammad Ali Shah	Lucknow	Lucknow
565.	Tomb at Musabagh	Lucknow	Lucknow
566.	Tomb of Mushir Zadi, wife of Saadat Ali Khan	Lucknow	Lucknow
567.	Tomb of Saadat Ali Khan	Lucknow	Lucknow
568.	Two Cemeteries	Lucknow	Lucknow
569.	Victoria Memorial	Lucknow	Lucknow
570.	Three Tombs	Lucknow Faizabad Road at miles 3 and 5	Lucknow
571.	Two Cemeteries	Lucknow Faizabad Road at mile 4	Lucknow
572.	Cemeteries	Lucknow-Kanpur Road at mile 13	Lucknow

1	2	3	4
573.	Cemetery	Lucknow - Rae Bareilly Road at mile 6	Lucknow
574.	Cemetery	Marion	Lucknow
575.	Memorial pillar marking the site of the pre-Mutiny Residency in the old Marion Cantonment	Mahibullapur	Lucknow
576.	Mound	Nagarn	Lucknow
577.	Mound	Pahamagar	Lucknow
578.	Mound	Takuria	Lucknow
579.	Bridge over the Beta river and temple attached to it	Tikait Ganj	Lucknow
580.	Four Chandella temples and small masonry tank	Akona	Mahoba
581.	Chakariya Dai carving of a women with a child in her arm	Bagwa	Mahoba
582.	Ruins of two granite temple	Charna	Mahoba
583.	Small mound locally known as Bhainsasur with a ruined temple on the summit and old statue inside it	Chukta	Mahoba
584.	Brahm Tal, an extensive tank with embankment On this embankment is a ruined Chandella temple lake and the ruins of a baithak	Kabraia	Mahoba
585.	Ruins of a palace on a hill	Kulpahar	Mahoba
586.	Foundation of Temple Madau	Mahoba	Mahoba
587.	Granite pillar	Mahoba	Mahoba
588.	Five life-sized elephant statues	Mahoba	Mahoba
589.	Jama Masjid	Mahoba	Mahoba
590.	Lake of Kirat Sagar	Mahoma	Mahoba
591.	Lake of Madan Sagar	Mahoma	Mahoba

1	2	3	4
592.	Lake of Vijaya Sagar	Mahoba	Mahoba
593.	Palace of Raja Paramardi Deva or Parmal	Mahoba	Mahoba
594.	Small stone pillar called Alha-ki-Lat	Mahoba	Mahoba
595.	Temple of Khakra-Math in the middle of Madan Sagar	Mahoba	Mahoba
596.	Twenty-four rock-hewn images of the Tirthankara with Inscriptions dated Samvat 1206	Mahoba	Mahoba
597.	Makarbai Temple	Makarbai	Mahoba
598.	Ruins of a large granite temple	Makarbai	Mahoba
599.	Two ruined granite temples	Luhari	Mahoba
600.	Old well with an inscription of Samvat 755	Parapbari	Mahoba
601.	Large tank	Patkari	Mahoba
602.	Rahitiya temple	Rahitiya	Mahoba
603.	Large Chandella tank on the embankment on which stands a large ruined temple of the earliest Chandella type	Rawatpur	Mahoba
604.	Smaller temple of which the dome has fallen	Rawatpur	Mahoba
605.	Sijari Temple	Sijari	Mahoba
606.	Tank called Baratal with an Island bearing the ruins of a large Chandella temple	Srinagar	Mahoba
607.	Brahmanical temple	Sukora	Mahoba
608.	Jain temple	Sukora	Mahoba
609.	Temple, a flat-roofed building	Uwara	Mahoba
610.	Fort Gate	Rae Bareli	Rae Bareli
611.	Sai Bridge	Rae Bareli-Pratapgarh road	Rae Bareli
612.	Siva Temple	Rajmau	Rae Bareli
613.	Site and stupa and monastery of the Sakyas	Piprahwa	Siddharth Nagar

1	2	3	4
614.	Ancient Site	Pipri	Siddharth Nagar
615.	Ancient Site	Jungle Belhar	Siddharth Nagar
616.	Ancient Site	Tola Ganwaria in Birdpur frontier road	Siddharth Nagar
617.	Ancient Site	Tola Salgarh south-west of Siswa Tal near Nepal- India border	Siddharth Nagar
618.	Ancient Site	Village Birdpur No. 1, Tola Thankurpur (on the west of Salya stupa)	Siddharth Nagar
619.	The site of Sahet Mahet measuring 286.026 acres in the Bahraich district (now Sravasti Nagar district) and 123.93 acres in the Gonda district (now Balrampur district)	Sahet-Mahet	Sravasti Nagar
620.	Ancient site near the village of Bhatti	Bhatti	Sravasti Nagar
621.	Mound known as Kutti Behari Das	Ikauna (Chakra) Bhandar (Sahet Mahet)	Sravasti Nagar
622.	Mound known as Kutti Satruhan Das	Ikauna (Chakra) Bhandar (Sahet Mahet)	Sravasti Nagar
623.	Mound known as Bani Nath Mahadeo	Ikauna (Chakra) Bhandar (Sahet Mahet)	Sravasti Nagar
624.	Mound of brick ruins	Tandwa	Sravasti Nagar
625.	Small round shaped mound	Tandwa	Sravasti Nagar
626.	Group of ruined brick temple of the 10th century locally called Teligarhi	Bhagupur	Sultanpur
627.	Mosque	Isauli	Sultanpur
628.	Extensive brick strewn mounds undoubtedly of the ruins of Buddhist cities	Raipur, Tikri, Shahgarh	Sultanpur
629.	Large dih called Majhangaon with brick-towers on the four corners	Sultanpur	Sultanpur
630.	Tomb of Qurban Mohammad	Banger Mau	Unnao

1	2	3	4
<i>Patna Circle</i>			
631.	Monuments of Captains Wilsons and Jones and eleven privates of 13th Infantry	Azamgarh	Azamgarh
632.	Mutiny Monuments	Azamgarh	Azamgarh
633.	Old British Cemetery	Azamgarh	Azamgarh
634.	Ancient site called Garba-ka-kot or Rajbhar-ka-lot	Garhwa	Azamgarh
635.	Ancient Site measuring 7 acres and 800 links in Khasra No. 384	Garhwa	Azamgarh
636.	Tomb of Abhiman	Mahnagar	Azamgarh
637.	Inscribed stone Pillar	Pakri	Azamgarh
638.	A banya Grove containing traces of ancient building	Amavey	Bettia
639.	Long Mound	Bairant	Chandauli
640.	Small conical mound of ruins called Devi-ka-sthan	Bairant	Chandauli
641.	Ancient site consisting of ruined fort	Bairant	Chandauli
642.	Large rectangular shaped mound	Bairant	Chandauli
643.	Large mound of brick ruins	Dhanapur	Chandauli
644.	Three sites with megaliths on the western and north eastern of the hill	Hathiria Hill	Chandauli
645.	Conical Stupa-shaped mound	Amaoni	Deoria
646.	Inscribed Monolith of rough grey sand stone remains locally known as 'Lat' or 'Gada' of Parasram	Bhagalpur	Deoria
647.	Inscribed stone pillar	Kahaon (ancient Kakubha)	Deoria
648.	Two ruined Temples	Kahaon	Deoria
649.	Circular shaped mound and the remains of a stupa	Chetiaon	Kushinagar
650.	Large di or mound	Chetiaon	Kushinagar
651.	Large flat-topped mound of ruins called Jhamatiya	Chetiaon	Kushinagar

1	2	3	4
652.	Mound of Brick ruins called Asmanpur dih	Chetiaon	Kushinagar
653.	Mound of ruins called Sareya	Chetiaon	Kushinagar
654.	Mound in eastern extension of the stupa site at S.No.3	Chetiaon	Kushinagar
655.	Ancient site known as Fazilnagar ka kot	Fazilnagar	Kushinagar
656.	Ancient Site	Khukhunda and Sajhwar	Deoria
657.	Long low mound of ruins	Khukhunda	Deoria
658.	Extensive mound	Sohnag	Deoria
659.	Dih or mound apparently the remains of a Buddhist stupa	Tarakutwa	Deoria
660.	Ancient Site	Rudarpur	Deoria
661.	High square shaped mound	Rudarpur	Deoria
662.	Mound known as Masaon-Dih	Aonrihar	Ghazipur
663.	Bridge on the Ganga Nadi	Bhimapur	Ghazipur
664.	Bhitari Gupta-pillar with an inscription of Skanda-Gupta standing in the ruined fort	Bhitari	Ghazipur
665.	Entire ruined fort enclosure with projecting tower at the corners and numbrows mound	Bhitari	Ghazipur
666.	Remains of the Gupta period	Bhitari	Ghazipur
667.	Mound of ruins with remains of temples and other buildings	Dildamagar	Ghazipur
668.	Dih or mound of ruins called Sui-ka-Raj	Ghazipur	Ghazipur
669.	Lord Cornwallis Tomb	Ghazipur	Ghazipur
670.	Stone lat or pillar standing on the Western end of a mound of brick ruins and the capital the pillar lying on the ground closeby.	Latiya	Ghazipur
671.	High Khera	Masaondi	Ghazipur
672.	Mound of ruins	Masaondi	Ghazipur

1	2	3	4
673.	Two statues representing Varaha or the Boar incarnation and Krishan with Gopis	Saidpur	Ghazipur
674.	Extensive brick-builder	Shaikhanpur	Ghazipur
675.	Extensive remains of a very large Ancient city	Barhi	Gorakhpur
676.	A Series of enormous mounds	Barhiapur or Bhadar Khas	Gorakhpur
677.	Three high conical mounds of brick which are evidently the ruins of stupas	Chaora	Gorakhpur
678.	Extensive Mound	Gopalpur	Gorakhpur
679.	Large and high mound, the ruins of the ancient Domangarh	Gorakhpur	Gorakhpur
680.	Ancient site covered with mounds of brick ruins and containing an ancient masonry well	Gugaha	Gorakhpur
681.	Atala Masjid	Jaunpur	Jaunpur
682.	Cemetery of seven kings of ten Sharqi Dynasty	Jaunpur	Jaunpur
683.	Fort	Jaunpur	Jaunpur
684.	Hamam or Turkish Bath in the Old Fort	Jaunpur	Jaunpur
685.	Jhanjhari Masjid	Jaunpur	Jaunpur
686.	Juma Masjid	Jaunpur	Jaunpur
687.	Khalis Mukhalis or Chan Ungli Masjid	Jaunpur	Jaunpur
688.	Khanqah or tombs of Sharqi kings of Jaunpur and the chamber for the royal mourner	Jaunpur	Jaunpur
689.	Lal masjid (Lal Darwaja)	Jaunpur	Jaunpur
690.	Qalich Khan ka Maqbara	Jaunpur	Jaunpur
691.	Rouza of Shah Firoz	Jaunpur	Jaunpur
692.	Stone group of a gigantic lion standing on a small elephant. It is lying on Akbar's bridge.	Jaunpur	Jaunpur
693.	Tomb of Nawab Ghazi Khan	Jaunpur	Jaunpur

1	2	3	4
694.	Gateway of Hazrat Chirag-i-Hind's Palace	Zafarabad	Jaunpur
695.	Sheikh Burhan's Mosque	Zafarabad	Jaunpur
696.	Walls of the old Kankar Fort of Jayachandra	Zafarabad	Jaunpur
697.	Large mound covered with broken bricks and a few statues	Padrauna	Kushinagar
698.	Mound of brick ruins	Sahiya	Kushinagar
699.	(1) Alofty mound of solid brick work, called deisthan or Rambhar Bhavani (2) An oblong mound mound called the fort of Matha Kuar which is covered with broken bricks and on which stands a much ruined brick stupa, a large statue of buddha, the ascetic; a colossal statue representing Buddha's Nirvan (3) A low square mound covered with broken bricks near the barrows scattered over plain to the north and east of the great mound	Kasia	Kushinagar
700.	Ancient Site	Ghosi	Mau
701.	Several caves in the Top Hill	Adhesar	Mirzapur
702.	Ruined Stone Fort Lalitpur	Ahaura	Mirzapur
703.	Bhardari Devi ka Pahar containing Asokan inscription	Ahravrakhas	Mirzapur
704.	Remains of Three Small Linga Temple circa 1000AD.	Ahugi	Mirzapur
705.	Ruins of a Saiva Temple	Ahugi	Mirzapur
706.	Mound known as Sangram Sahi-ki-Pahari	Bhagdewar	Mirzapur
707.	Cave called khoh containing two early Kutia inscriptions on the rock inside	Bhulli	Mirzapur
708.	Inscribed Pillar	Belkhara	Mirzapur
709.	British Cemetery	Chunar	Mirzapur
710.	Durga Khoh	Chunar	Mirzapur
711.	Inscribed slab	Haliya	Mirzapur
712.	British Cemetery	Mirzapur	Mirzapur
713.	Ittekhar Khan's Tomb	Saryan Sikandarpur	Mirzapur

1	2	3	4
714.	A life sized figure locally known as Sankata Devi	Sheopur	Mirzapur
715.	British Cemetery	Sultanpur	Mirzapur
716.	Remains of temple on an island in the bed of the river at Ramgayaghat including two inscribed stones	Vindhyachal	Mirzapur
717.	Fragments of sculptures, one of which is a Krishnastambha lying on the bank of the Ganga on a chabutra at the Ramgaya ghat.	Vindhyachal	Mirzapur
718.	Kantil Fort	Vindhyachal	Mirzapur
719.	Bharasthi Devi remains of a Mediaeval Temple	Vindhyachal	Mirzapur
720.	British Cemetery	Gopiganj	Santravides nagar
721.	Pakka masonry Fort	Vijay Garh	Sonbhadra
722.	Cemetery	Chaitganj	Varanasi
723.	Remains of a Fine massive brick fort	Chandravati	Varanasi
724.	Ancient Buddhist Site known as Cahukhandi stupa	Garj and Baraipur	Varanasi
725.	Old Ruined Kot (Fortress)	Halimpur	Varanasi
726.	Ancient buddhist site of Samath, including the Dhamek stupa, Jagat Singh Stupa, the monastery of Major Killee and all the monuments excavated by Mr. Certal in 1984-85 with an area of 53.04 acres, including government land measuring 21.94 acres	Paraipur, Khajjuhi	Varanasi
727.	Closed Cemetery	Rajghat	Varanasi
728.	Tomb of Lal Khan	Rajghat	Varanasi
729.	The whole area to the east of the buddhist site explored by the Archaeological department extending upto the limits of the lake named Narokhar	Samath	Varanasi
730.	Graves of European officers	Shivala	Varanasi
731.	Kheira or Mound representing the ancient Sukalpura	Sukalpura	Chandauli
732.	Ancient Mound	Tilmapur	Varanasi
733.	Dharahra Mosque (Aurangzeb Mosque)	Varanasi	Varanasi

1	2	3	4
734.	Lt. Col. Pogson's Tomb	Varanasi	Varanasi
735.	Mutiny Monuments	Varanasi	Varanasi
736.	Observatory of Mansingh	Varanasi	Varanasi
737.	Pahlapur inscribed Lat or monolith now standing in the compound of the Queen's College	Varanasi	Varanasi
738.	Tablet on the Treasury Building	Varanasi	Varanasi
739.	Telia Nala Buddhist Ruins	Varanasi	Varanasi
740.	Two Graves at Old Artillery lines	Varanasi	Varanasi
741.	Victoria memorial	Varanasi	Varanasi
742.	Ancient site and archaeological remains	Radrauli	Maharajganj

Use of Surplus Railway Land for Agricultural Purposes

1587. SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to utilize its surplus land for agricultural purposes;

(b) if so, the details thereof;

(c) whether the Railways have formulated any plan in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Railways have however a policy to licence railway land to its employees belonging to Group 'C' and 'D' under Grow More Food Scheme in identified urban areas to prevent encroachment of its valuable land.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[English]

Revision of Food Menu for Trains

1588. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether lot of south Indian favourite food items were dropped by railways' food menu in various circuits;

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

(c) whether the Railways are aware of the problems being faced by the passengers due to such decision;

(d) if so, the details thereof; and

(e) the steps taken to restore the above food items in the menu of railway caterings?

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

(b) to (e) Do not arise

Blue Print for Electrification

1589. SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have drawn up a blue print for electrification of some routes in next three years;

(b) if so, the name of route which falls under South Central Railway Zone; and

(c) the status of progress on this route?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) Yes Sir. Indian Railway

have drawn up a blue print to undertake electrification of rail lines during XI Five Year Plan. They are as under:—

Sl.No.	Section	Railway
1.	Trivandrum-Kanyakumari	Southern
2.	Thrichur-Guruvayur	Southern
3.	Tiruchchirappalli-Madurai	Southern
4.	Barabanki-Gorakhpur-Barauni-Katihar-Guwahati	Northeast, East Central, North Frontier
5.	Jalandhar-Jammu Tawi-Baramullah	Northern
6.	Moradabad-Lucknow- Mughalsarai	Northern
7.	Khurja-Meerut-Saharanpur including Ghaziabad-Meerut	Northern
8.	Haridaspur-Paradeep	East Coast
9.	Daitari-Banspani	East Coast
10.	Talchar-Angul and associated sidings	East Coast
11.	Cuttack-Paradeep	East Coast
12.	Villupuram-Tiruchchirappalli	Southern
13.	Lingampalli-Wadi	South Central
14.	Renigunta-Guntakal	South Central
15.	Karepalli-Bhadrachalam-Manuguru	South Central
16.	Pune-Wadi-Guntakal	Central, South Central
17.	Bina-Kota	West Central
18.	Ujjain-Indore and Dewas-Maksi	Western

(b) Lingampalli-Wadi, Karepalli-Bhadrachalam-Manuguru and Renigunta-Guntakal, Wadi-Guntakal sections falls under South Central Railway.

Limited (RVNL), target for completion is December 2009.

(c) (i) Lingampalli-Wadi(161 Route Kilometres (RKM)) was included in Rail Budget 2006-07 and target for completion is March 2009.

(iv) The electrification of Pune-Wadi-Guntakal is under examination.

Merger of RINL with SAIL

(ii) Karepalli-Bhadrachalam-Manuguru (80RKM) was included in supplementary Railway Budget 2005-06 and target for completion is March 2008.

1590. SHRI TATHAGATA SATPATHY: Will the Minister of STEEL be pleased to state:

(iii) The electrification of Renigunta-Nandalur is completed. The work on Nandalur-Guntakal is being executed by Rail Vikas Nigam

(a) whether the Government proposes to merge Rashtriya Ispat Nigam Limited (RINL) with Steel Authority of India Limited (SAIL);

- (b) if so, the details thereof and the reasons therefor;
- (c) the time by which the new decision would come into effect; and
- (d) the performance of RINL till date during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) The proposal for merger of RINL with SAIL is not presently under active consideration.

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

(d) The performance of RINL till date during the last three years as under:

Physical Performance for the last three years:

(in '000 tonnes)

Item	2004-05	2005-06	2006-07 (Prov.)	2007-08 (till July'07)
Hot Metal	3920	4163	4046	1265
Liquid Steel	3560	3603	3606	1051
Saleable Steel	3172	3237	3290	980

Financial Performance for the last three years

(Rs. in crores)

Particulars	2004-05	2005-06	2006-07 (prov.)	2007-08 (till July'07)
Gross Sales	8181	8482	9151	2757.72
Gross Margin	3271	2369	2632	940.43
Cash Profit before Dep.	3260	2338	2618	931.63
Net Profit after tax	2008	1252	1363	511.15

[Translation]

Beautification of Railway Station

1591. SHRI HARISINH CHAVDA: Will the Minister of RAILWAYS be pleased to state;

(a) whether the Railways have any proposal to beautify a railway station in Banaskatha district of Gujarat;

(b) if so, the details thereof;

(c) the amount likely to be spent for the said purpose; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Out of 11 stations falling in Banaskatha district of Gujarat State, Palanpur railway station has been identified for upgradation/improvement. The work of upgradation/improvement has been taken up which includes beautification by developing circulating area. The work taken up includes upgradation of waiting room, improvement to circulating area, improvement of lighting arrangements in circulating area and on platforms, provision of Unreserved Ticketing System UTS etc. Approx. cost of the work is Rs. 70 lakhs.

(d) Does not arise.

Natural Gas Pipeline Network

1592. SHRI GANESH SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to extend the natural gas pipeline network in the country;

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

(c) the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. The Government proposes

to extend natural gas pipeline network in the country. The details of pipelines for which authorizations have been issued recently are enclosed as Statement.

(c) Dahej-Uran Pipeline (DUPL) and Dabhol-Panvel pipeline (DPPL) have been commissioned by GAIL on July 11, 2007. Kelaras-Malanpur, Vijaipur-Kota and Jagoti-Pitampur pipelines have been commissioned by GAIL in July 2006, January 2007 and March 2007 respectively. Reliance Gas Transportation Infrastructure Limited (RGTEL) is constructing Kakinada-Hyderabad-Uran-Ahmedabad pipeline (1385 km) for transporting gas from KG basin to the consumers in Maharashtra and Gujarat. Dadri-Panipat pipeline (133 km) is under implementation by Indian Oil Corporation (IOC).

Statement

Sl.No.	Name of the Pipeline	State/Districts
1	2	3
1.	Dadri-Bawana-Nangal Pipeline (by GAIL)	The approximate length=610 km. U.P. Gautam Budh Nagar, Ghaziabad. Delhi: North East Delhi, North Delhi and North West Delhi. Haryana: Sonapat, Panipat, Kamal, Kurushetra, Yamunanagar and Kaithal. Punjab: Sangrur, Bhatinda and Ludhiana.
2.	Chainsa-Gurgaon-Jhajjar-Hissar Pipeline (by GAIL)	The approximate length= 310 km. Haryana: Faridabad, Gurgaon, Jhajjar, Rohtak and Hissar. Rajasthan: Alwar.
3.	Jagdishpur-Haldia Pipeline (by GAIL)	The approximate length = 876 km. West Bengal: Puruliya, Bankura and Medinipur. Jharkhand: Hazaribagh and Bokaro. Bihar: Bhabhua, Rohtas, Aurangabad, Gaya. UP.: Rae Bareilly, Sultanpur, Jaunpur, Varanasi and Chandauli.
4.	Dabhol-Bangalore Pipeline (by GAIL)	The approximate length = 730 km. Maharashtra: Ratnagiri and Kolhapur. Karnataka: Belgaum, Dharwad, Haveri, Davangere, Chitradurga, Tumkur and Bangalore.
5.	Kochi-Kanjirkod-Bangalore/Mangalore Pipeline (by GAIL)	The approximate length = 822 km. Kerala: Emakulam, Kozhikode, Kannur and Kasargod. Tamil Nadu: Coimbatore, Erode, Salem and Dharmapuri. Karnataka: Dakshin Kannada, Chamarajnagar, Mandya, Bangalore.

1	2	3
6.	Kakinada-Basudebpur- Howrah Gas Pipeline (by Reliance Gas Transportation Infrastructure Limited (RGTEL)	The approximate length = 400 km. Orissa: Bhadrak, Balেশwar and Mayurbhanj. W.B.: East Medinipur, West Medinipur, Howrah and Hugli
7.	Vijaywada-Nellore- Chennai Pipeline (by RGTEL)	The approximate length = 445 km. Andhra Pradesh: Krishna, Guntur, Prakasam, Nellore and Chittoor. Tamil Nadu: Thiruvallur and Chennai.
8.	Chennai-Tuticorin Pipeline (by RGTEL)	The approximate length = 670 km. Tamil Nadu: Thiruvallur, Vellore, Kanchipuram, Tiruvannamalai, Vilupuram, Salem, Namakkal, Karur, Dindigul, Virudunagar, Tuticorin, Tirunelveli, Ramanathapuram, Erode, Coimbatore, Dharmapur and Sivagana.
9.	Chennai-Bangalore- Mangalore Pipeline (by RGTEL)	The approximate length = 660 km. Tamil Nadu: Thiruvallur, Vellore, Krishnagiri Andhra Pradesh: Chittoor. Karnataka: Kolar, Bangalore Rural, Bangalore, Tumkur, Mandya, Mysore, Hassan, Chikmagalur, Dakshina Kannada.

Heritage Cities

[English]

1593. SHRI K. S. RAO: Will the Minister of CULTURE be pleased to state:

(a) the details of the steps taken by UNESCO in launching the 'Network of Indian Cities of Living Heritage to preserve the original character of the city;

(b) the number of heritage cities and sites and the measures taken including providing of funds to save them from attacks of modernization and development;

(c) whether the Government proposes to formulate a policy to systematize the persistent efforts required to preserve the original character of our heritage cities by providing technical expertise and financial assistance and making people aware of their role in preserving the culture and heritage of their cities; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) As per the

requirement of the UNESCO World Heritage Conventions, 1972, the World Heritage Committee has established a list of World Heritage Sites considering the outstanding universal value of the sites nominated by the states parties. No network is launched by UNESCO for preserving living heritage of Indian cities.

(b) Archaeological Survey of India protects and maintains 3667 centrally protected monuments/sites, including 19 World Heritage sites located in different parts of the country. Activities of conservation, preservation and environment development are undertaken as per the available resources. To contain the effect of development around the protected monuments/sites, a notification was issued by the Government in 1992, declaring 100 meters from the protected limits of the protected monuments/sites as prohibited area, where no construction/mining activity is allowed, and further 200 meter area beyond the prohibited limits has been declared as regulated area wherein height of construction is regulated and owners/agencies are required to obtain N.O.C. from the Archaeological Survey of India. Further, in order to prevent encroachment, fencing is provided around the protected area of the monument/site, wherever necessary. Expenditure incurred on conservation, preservation and

environment development during the last three years and allotment for the current financial year is as follows:—

2004-05	Rs. 92.88 crores
2005-06	Rs. 101.95 crores
2006-07	Rs. 108.17 crores
2007-08	Rs. 115.32 crores (allotment)

(c) and (d) Archaeological Survey of India has an established approach for conserving protected monuments/sites. Similarly, some of the State Governments viz. Karnataka, Andhra Pradesh, Maharashtra and West Bengal have formulated policies for conservation of protected/listed heritage buildings in their states to maintain the original character of the ancient buildings. Further, the relevant agencies of both Central and State Governments and NGOs such as INTACH and private institutions hold workshops to create awareness amongst the people to sensitize them in the preservation of cultural heritage in their region.

Procurement of Gas from Myanmar

1594. SHRI M.K. SUBBA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether feasibility of laying a gas pipeline for procurement of gas from Myanmar via North East instead of through Bangladesh has been examined;

(b) if so, the details of new alignment of the pipeline; and

(c) the extent to which the energy and gas requirements of the North Eastern region are likely to be catered thereby?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. India pursued the option of a pipeline from Myanmar through North-Eastern states of India, bypassing Bangladesh. GAIL completed the Detailed Feasibility Report (DFR) of the proposed pipeline. As per the DFR, the proposed pipeline would have passed near Aizwal (Mizoram), Silchar & Guwahati (Assam), Siliguri (West Bengal) and Gaya (Bihar) with a design capacity of 18MMSCMD and the length of 1573km from Myanmar-India border to Gaya(Bihar). The estimated completion schedule was 30 months after project approval.

(c) Myanmar has since decided to sell the gas to China.

New Railway Line between Karad-Chiplun

1595. SHRI SHRINIWAS DADASAHEB PATIL: Will the MINISTER OF RAILWAYS be pleased to state:

(a) whether survey of new line between Karad and Chiplun has been sanctioned connecting Central Railway with Konkan Railway;

(b) if so, whether the survey work has been started;

(c) the agency which has been assigned the work of carrying out this survey; and

(d) the time by which the survey is expected to be completed?

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

(b) Yes, Sir.

(c) Does not arise. The survey work is proposed to be done departmentally.

(d) The survey is likely to be completed by 30.06.2008.

Revision of Air Fare

1596. SHRI JOACHIM BAXLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of times Air fares or taxes have been increased during this year;

(b) the circumstances that led to the increase of Air fare each time;

(c) the norms prescribed by the Government for revision of Air fare; and

(d) the steps taken to avoid the frequent increase in the air fare?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Domestic air fares are not regulated by the Government. Domestic airlines are free to fix their respective air fares as per the market forces.

*[Translation]***Gas Godowns Located near Schools**

1597 SHRI RAKESH SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) Whether any action has been taken against the gas godowns located near schools by the Chief Controller of Explosives in Madhya Pradesh;

(b) If so, the details thereof; and

(c) the number of gas godowns against which such action is likely to be taken in Jabalpur?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Godowns for LPG storage are constructed after approval for construction of godown is obtained from the Chief Controller of Explosives (CCOE). After the construction of godown, application for storage of LPG Explosive Licence is made to CCOE. Explosive Licence for storage of LPG is issued by CCOE only after the construction of the godown.

IOC has reported that the Dy. Chief Controller of Explosives had issued instructions on 11.4.2005 to shift the godown of M/s Pushpendra Gas Service, Satna as the same was having its godown near a school which has since been shifted to a new location in March, 2007.

In a recent Judgment dated 5.7.2007, in CWP 3591/2004 (PIL), the Hon'ble High Court of Madhya Pradesh has directed the CCOE to review the locations of the godowns specified in the affidavits and take necessary action as is required keeping the safety factor in mind.

*[English]***CNG Stations in Maharashtra**

1598. SHRI PRATIK P. PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is a proposal to start more Compressed Natural Gas (CNG) Stations in Maharashtra;

(b) if so, the details thereof; and

(c) the time by when these stations are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Mahanagar Gas Limited (MGL) presently has 127 CNG stations in Mumbai, Thane and Mira-Bhayander.

Maharashtra Natural Gas Limited (MNGL) would commence CNG supply in Pune from November 2007. It is planning to set up 29 CNG stations in Pune progressively by end of 2008. MNGL would take up City Gas Distribution projects in other cities of Maharashtra in a phased manner, depending upon availability of gas and economic viability.

*[Translation]***Additional Train Service on Delhi-Meerut Route**

1599. SHRI AVTAR SINGH BHADANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to introduce additional rail services on Delhi-Meerut route to reduce the congestion and in view of increasing number of passengers on this route;

(b) if so, the details thereof; and

(c) the time by which said additional rail services are likely to be introduced on this route?

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

(b) and (c) Introduction of 2205/2206 Nizamuddin-Dehradun Garib Rath Express (triweekly) and 9325/9326 Indore-Amritsar Express (weekly) via Delhi-Meerut have been announced in Railway Budget 2007-08.

Foreign Pilots in Cockpit

1600. SMT. MANORAMA MADHAWARAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether due to acute shortage of pilots in the country Directorate General of Civil Aviation (DGCA) is considering to permit all foreign crew on domestic flights;

(b) if so, the details thereof;

(c) whether DGCA proposes to continue with the present regulation of having at least one Indian pilot in the cockpit, manned by foreign pilots; and

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

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. In view of the growing demand of pilots and shortage of type rated Indian Pilots, it has been decided to permit operation of air transport services with foreign pilots on a case-to-case basis, depending upon the requirement and justification given by the operators.

(c) and (d) In terms of Civil Aviation Requirement Section 7-Flight crew Standards, Series 'G' Part II dated 8.10.1999, an Indian air transport operator can be permitted to employ flight crew holding foreign license issued by a contracting State of International Civil Aviation Organisation, to operate Indian registered aircraft, till Indian flight crew are trained and acquire appropriate Indian license and ratings. However, in view of the acute shortage of Indian type rated pilots flights operation by both foreign pilots as pilot and co-pilot are being permitted subject to operators' plan to train Indian pilots on the type of aircraft for which they are experiencing shortage.

Subsidized Diesel for Traditional Fishing Craft

1601. DR. K.S. MANOJ: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has stopped providing subsidized kerosene oil for the use of traditional fishermen in their outboard engines,

(b) if so, the reasons therefor;

(c) whether the Government is contemplating to provide subsidized diesel to the traditional fishing crafts which are dieselized in view of the quota cut and scarcity of kerosene oil;

(d) if so, the details thereof;

(e) whether the State of Kerala has submitted any proposal for the subsidy for diesel used by traditional fishing crafts; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) As per clause 3 of Kerosene (Restriction on Use and Fixation of Ceiling Price) Order, 1993, no person shall use kerosene supplied under the public distribution system for any purpose other than cooking and illumination. However, the Central or State Government may by order permit any person to use kerosene for such other purpose as it may specify in that order. Some State Governments have permitted use of subsidized kerosene for use by fishermen.

(c) to (f) At present, there is no such proposal under consideration for providing subsidized diesel for traditional fishing crafts which are dieselized. It may be added that diesel is already being sold across the country at price lower than international price. Customs Duty on Diesel has been reduced to 7.5% from 10% with effect from 14.6.2006. Price of diesel was reduced on 30.11.2006 and again on 16.2.2007. The ad-valorem excise duty component on diesel has been reduced from 8% to 6% in the Union Budget 2007-08.

Revival of Qutab Minar and Mehrauli Park

1602. SHRI K.C. SINGH "BABA": Will the Minister of CULTURE be pleased to state:

(a) whether the Government proposes to revive the historic Qutab Minar in Delhi and the Mehrauli Archaeological Park; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The Qutab archaeological area is open for public. However, the entry into the Minar is closed since 1981. No formal decision has been taken to reopen the entry into Qutab Minar for public owing to its narrow entrance and consequently risk to public safety. The Mehrauli Archaeological Park is under the control of Delhi Development Authority. Out of 70 monuments in the park, 7 monuments have been declared as monuments of national importance which are under the direct control of the Archaeological Survey of India.

Emergent Ambulance Service

1603. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government is aware that it was for the eleventh time that an air passenger had died in six months in Mumbai as reported in the 'Times of India' dated May 21, 2007;

(b) if so, the facts alongwith the action taken against the errant officials in this regard;

(c) whether the emergency facilities were not available for the passengers during odd hours; and

(d) if so, corrective steps the Government proposes to take to prevent happening of such incidents at all Airports of the country?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Mumbai International Airport Pvt . Limited (MIAL) which has been mandated to operate, manage and develop the Mumbai airport, has informed that there were nine deaths between November 2006 and May 2007. With respect to the death of Shri Jaisingh Chauhan as reported in the news article, the passenger illness was not reported to the airport medical staff. Hence, there has been no failure on the part of the airport officials. Medical aid is available at the airport round the clock.

(d) Ambulance Services and Emergency Medicines are available at all operational airports as a part of Airport Rescue and Fire Services and the same are used during aircraft and other emergencies at the Airports.

European Hub by AI

1604. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of CIVIL AVIATION be Pleased to state:

(a) whether the Government has asked Air India (AI) to establish a European hub to launch scissor operations to North America;

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

(c) the names of other Indian private airlines having similar hubs in other countries; and

(d) the manner in which the Indian national carriers will be able to meet the growing challenge from their competitors?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Air India is evaluating various options for scissor operations through one or more points in Europe while operating to USA/Canada.

(c) Jet Airways have recently commenced flights to Newark via Brussels. They propose to have more flights to other destinations via Brussels.

(d) Air India and Indian Airlines have embarked on a major modernisation programme under which 111 new aircraft have been ordered from M/s. Boeing and M/s. Airbus. After merger of Air India and Indian Airlines, the new entity will emerge as a much stronger player with an integrated international and domestic footprint. The merger will enable optimal utilization of resources and Network Integration which would result in reduction of operating cost and improvement in revenue.

Anti-collision Device (ACD)

1605. SHRI JASUBHAI DHANABHAI BARAD:
SHRI SURESH PRABHAKAR PRABHU:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far alongwith present status in regard to installation of Anti-Collision Device(ACD) in the Railways;

(b) the expenditure incurred on the project so far alongwith total cost of the project; and

(c) the time by which the said device is likely to become operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Installation of Anti-collision Device (ACD) on Katihar-New Jalpaiguri-Guwahati-Tinsukia-Dibrugarh-Ledo section of North-east Frontier Railway (NFR) has been completed. Konkan Railway Corporation Limited (KRCL) has been advised to increase the present level of coverage and set right the deficiencies in the system. ACD has also been installed on KRCL.

(b) The expenditure incurred on the NFR project so far is Rs.92.22 Crore as against total sanctioned cost of Rs. 94.91 Crore.

(c) ACD on Katihar-New Jalpaiguri-Guwahati-Tinsukia-Dibrugarh-Ledo section of NFR is already operational.

Rest Hours for Pilots

1606. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to increase the rest hours for airlines pilot;

(b) if so, the details thereof;

(c) whether such increase in rest hours would create demand of additional pilots;

(d) if so, whether the Government has devised any ways and means to meet the shortage of pilots arising therefrom; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. The minimum daily rest hours for pilots have been increased marginally from 8 to 10 hours for domestic and neighbouring country operations.

(c) to (e) No, Sir. With this marginal increase in the rest hours no increase in the demand of pilots is anticipated.

Inclusion of Raigar Caste in Scheduled Castes (SCs) List

1607. SHRI LALMANI PRASAD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government has received representation from 'All India Association for SC/ST and Physically Handicapped Peoples' Upliftment' to include Raigar Caste in UP Scheduled Caste List; and

(b) if so, the details thereof and the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) As Per Modalities approved by Government of India, the proposals for modification in the list of Scheduled Castes are to be submitted by the concerned State Government/Union Territory Administration. No such proposal has been received.

LOI Holders belonging To SC/ST Category

1608. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware of the fact that BPCL is harassing its pending Letter of Intent (LoI) holders belonging to SC/ST category and general category and not installing their retail outlets on the plea that the sales on the locations would be less than 200 Kls per month;

(b) if so, whether such previously issued LoI for the locations having sales less than 300 Kls would be cancelled;

(c) the number of existing retail outlets of BPCL in Northern region are selling less than 300 Kls per month, district-wise and state-wise;

(d) whether the dealerships of all such retail outlets would be terminated on this ground; and

(e) if not, the reasons for harassing the pending Lol holders on this ground?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Bharat Petroleum Corporation Limited (BPCL) has reported that the allotment and setting up of retail outlet (RO) dealerships are done only at locations having sufficient potential that are found to be economically viable, based on survey and feasibility studies. BPCL has also reported that the Corporation has not harassed any Letter of Intent (LOI) holder or received any complaint of harassment from any LOI holder. BPCL has not cancelled any RO after issuing LOI on the plea of having sales potential less than 200 KI per month or on the ground that the RO is selling less than 300 KI per month.

The state-wise number of ROs belonging to BPCL in Northern Region selling less than 300 KI per month is enclosed as statement.

Statement

State-wise number of Retail Outlets (ROs) of Bharat Petroleum Corporation Limited (BPCL) selling less than 300 KIs per month in Northern Region

Sl.No.	Name of the State	Number of ROs
1.	Chandigarh	7
2.	Delhi	31
3.	Haryana	144
4.	Himachal Pradesh	43
5.	Jammu and Kashmir	64
6.	Punjab	396
7.	Rajasthan	333
8.	Uttar Pradesh	688
9.	Uttaranchal	65
Grand Total		1771

[Translation]

150th Anniversary of First War of Independence, 1857

1609. SHRIMATI SUMITRA MAHAJAN: Will the Minister of CULTURE be pleased to state:

(a) whether the Government remembered the freedom fighters of Independence Movement on the 150th anniversary of the First Freedom Struggle;

(b) if so, the name of the freedom fighters remembered and if not, the details thereof;

(c) whether the Government is aware that such type of various freedom struggles had taken place ever before 1857; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) Government of India has constituted a National Committee under the Chairmanship of Hon'ble Prime Minister for commemoration of 150th Anniversary of First War of Independence, 1857. A National Implementation Committee has also been constituted under the Chairmanship of Minister of Human Resource Development for implementation of the programmes and activities in commemoration of the event. The States/UTs have also been requested to constitute State Level Committees for taking up programmes to commemorate the event in a befitting manner. The inaugural function was organized at Lal Quila on 11th May, 2007 and the commemoration will continue for a year.

A Calendar of Events has also been prepared in consultation with the Committee of Historians in Indian Council of Historical Research and circulated to all the States/UTs for organizing functions on the dates associated with important freedom fighters and other important occasions connected with freedom struggle. The above Calendar of Events which includes some pre-1857 events as well, is only suggestive and States/UTs are free to organize more events to remember freedom fighters with a special focus on the events which took

place in their areas. A number of other programmes are also being undertaken to disseminate information about the events and the sacrifices made by the freedom fighters, known and unknown, to achieve Independence.

[English]

Railway Projects

1610. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI KASHIRAM RANA:

Will the Minister of RAILWAYS be pleased to state:

(a) the zone-wise details of the works/projects likely to be taken up by the Railways during the Eleventh Five Year Plan;

(b) the expenditure likely to be incurred thereon; and

(c) the sources identified to generate funds for expenditure on such works/projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (c) Railway's Five Year Plan is not formulated Zone-wise. The Railways Programmes and requirement of funds for the Eleventh Five year Plan period is under finalisation in consultation with the Planning Commission.

[Translation]

Development of India Gate

1611. SHRIMATI NEETA PATERIYA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has formulated any plan to shift the Government offices situated around India Gate elsewhere and convert them into museums;

(b) if so, the details thereof;

(c) whether Government has chalked out any plan for the renovation of historical, cultural heritages and museums in the country; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) Does not arise.

(c) and (d) Assistance is provided to various Museums for their upgradation, renovation, modernisation, etc. under the scheme of 'Promotion and Strengthening of Regional and Local Museums'. Archaeological Survey of India also takes up the conservation of Heritage Monuments which are protected under the Ancient Monuments and Archaeological Sites and Remains Act, 1958.

[English]

Production of Cars

1612. SHRI REWATI RAMAN SINGH: Will the MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the current production of cars in the country;

(b) the details of new tie ups in the next few years;

(c) whether the road infrastructure available in the country does not permit production of more cars;

(d) if so, whether the Government is considering to freeze production of more cars; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) As per Society of Indian Automobile Manufacturers (SIAM) during the year 2006-2007, a total number of 12.38 lakh passenger cars were produced by the Indian Automobile Industry. During the first quarter of current year (April to July, 2007), a total number of 4.47 lakh passenger cars have been produced by the industry.

(b) According to SIAM, following new tie-ups have been envisaged:

- (i) M/s Mahindra & Mahindra with Renault.
- (ii) M/s Mahindra & Mahindra with Nissan.
- (iii) M/s Maruti Udyog Limited with Nissan.
- (iv) M/s Skoda Auto with Volkswagen.
- (v) M/s Swaraj Mazda with Isuzu Motors.
- (vi) M/s Tata Motors with Fiat.

(c) India has a large road network of 3.34 million km comprising of 66,790 km of National Highways & Expressways, 128,000 km of State Highways and 3.12 million km of District and other roads. Despite such road network, vehicle density is estimated to be 3.2 motor per km which is comparatively very low. Moreover there is continued emphasis on improvement of road infrastructure in the country.

(d) No, Sir.

(e) Does not arise.

Proposal to Attract Foreign Investments

1613. SHRIMATI K. RANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal from the Planning Commission to segregate rail route arrangements from railway operations to attract more foreign investments in Railways to permit and facilitate the entry of foreign companies in container business; and

(b) if so, the response of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No specific proposal in this regard has been received from Planning Commission.

(b) Does not arise.

Energy Coordination Committee

1614. DR. M. JAGANNATH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Energy Coordination Committee has been set up to resolve the sharing of Natural Gas and its pricing between various bulk consumers and industries such as power, fertilisers;

(b) if so, the details thereof;

(c) the details of recommendations/suggestions made by the Committee; and

(d) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The Energy Coordination Committee (ECC) was constituted on 13th July 2005 under the chairmanship of the Prime Minister to enable a systematic approach to policy formulation, promote coordination in inter departmental action and function as a key mechanism for providing institutional support to decision making in the area of energy planning and security.

The ECC has not considered any issue relating to sharing of natural gas and its pricing.

(b) to (d) Do not arise.

Committees on Welfare of Dalits

1615. SHRI SARVEY SATYANARAYANA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has formed any committees or groups on different issues related to the welfare and development of Dalits;

(b) if so, the details of each committee;

(c) whether such committees have submitted their recommendations;

(d) if so, the details thereof and the follow-up action thereon;

(e) whether some committees have not submitted their reports so far; and

(f) if so, the specific reasons therefor and the time by which said committees are likely to submit their reports?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (f) Different Committees/Groups are set up at the official level from time to time on issues related to development of Scheduled Castes.

However, for a comprehensive review of strategies, policies and programmes in the Eleventh Five Year Plan, a Steering Committee on Empowerment of SCs, OBCs, and Minorities was set by Planning Commission in May 2006. It consists of fifty Member including Secretaries of four National Commissions i.e. for Scheduled Castes; Safai Karamcharis; Minorities and Backward Classes, academicians and social activists. Similarly, a Working Group on Empowerment of Scheduled Castes was set up to review the policies and programmes for development of Scheduled Castes in a focused manner.

The Working Group in its report submitted to Planning Commission has, inter alia, recommended.

- Proper implementation of the strategy of Scheduled Caste Sub Plan
- Continuation of major schemes of the Ministry for welfare of SCs
- Expanding the coverage of schemes
- Modification in some of the existing schemes

Doubling of Ernakulam-Kottayam-Kayamkulam Railway Line

1616. ADV. SURESH KURUP: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of doubling of Ernakulam-Kottayam-Kayamkulam line;

(b) the reasons for delay in execution of the work; and

(c) the time by which the work on this project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Doublings of the entire Ernakulam-Kottayam-Kayamkulam route in patches has been taken up and Ernakulam-Mulanturutti, Chengannur-Mavelikara-Kayamkulam are targeted for completion during the year 2007-08. Balance works are likely to be completed in phases in next 2-3 years.

Delay in land acquisition is prolonging the patch doubling works.

[Translation]

Electrification of Lucknow-Gorakhpur Railway Line

1617. YOGI ADITYA NATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have given approval for the electrification work of Lucknow-Gorakhpur railway line of Eastern Railway;

(b) if so, the details thereof;

(c) the amount released by the Railways for the electrification of Lucknow-Gorakhpur line; and

(d) the time by which the said work is likely to be taken up and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Electrification of Lucknow-Barabanki section has already been completed. Barabanki-Gorakhpur rail line is a part of Barabanki-Gonda-Barauni railway electrification project which has been included at a cost of Rs.526.44 crore in Rail Budget 2007-08 with an outlay of Rs.0.50 crore for preliminary works. The entire section is targeted for completion by March 2012.

Registration of Indian Planes

1618. SHRI THAWAR CHAND GEHLOT: SHRIMATI SUMITRA MAHAJAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that the Indian planes are still being registered in the name of Viceroy Territory (VT) even after 60 years of independence;

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

(c) whether the said registration at an international level till now is proper for the country;

(d) if so, the reasons therefor;

(e) if not, whether the Government proposes to get the Indian planes registered in some other prestigious name of the country instead on the said Viceroy;

(f) if so, the time by which this change is likely to be carried out; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (g) In accordance with the provisions of Annex 7 of the Chicago Convention, the International Civil Aviation Organisation (ICAO) has allotted 'VT' as the Nationality and Registration mark for Indian registered aircraft. The code is part of a five letter registration number of an aircraft. Government is examining the possibility of change in registration in consultation with ICAO, if any code is available which closely represents the name of the country.

Appointment of Personnel at Unmanned Level Crossings

1619. SHRI CHANDRABHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have appointed or propose to appoint personnel at the unmanned railway crossings; and

(b) if so, by when and the places at which personnel are likely to be appointed at railway crossing, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) As per extant rules, in case an unmanned level crossing provided initially

and maintained at the cost of the Railways needs manning/upgrading/posting of additional gatekeeper due to increase in road traffic, the cost both initial as well as recurring and maintenance has to be borne by the State Government/Road Authority concerned. However, keeping in view the grave consequences of accidents at unmanned level crossings, Railways have decided to man vulnerable level crossings based on the traffic volume and visibility conditions at the unmanned level crossings.

Manning of the level crossings is not planned State-wise. However, during the current financial years, 447 level crossings located on 16 Zonal Railways are targeted for manning.

Black Marketing of Kerosene

1620. DR. DHIRENDRA AGARWAL:
SHRI HARISINH CHAVDA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) Whether large scale black marketing of kerosene is going on in the country;

(b) if so, the steps taken by the Government to identify the people involved therein and to take action against them;

(c) whether the Union Government has held any talks with the State Governments in this regard;

(d) if so, the details thereof along with the outcome thereof; and

(e) the details of the strategy formulated by the government on the basis of said outcome?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Allocation of Public Distribution System (PDS) kerosene (SKO) is made by the Government of India to different States/Union Territories (UTs) on a quarterly basis for distribution under PDS. Further distribution within the States/UTs through their PDS network is the responsibility of the concerned States/UTs.

SKO distributed under PDS is a heavily subsidized product. Unscrupulous elements indulge in black marketing of PDS SKO for pecuniary gains. With a view to assessing the genuine demand requirement of SKO in different States/UTs, the Government commissioned in December 2004 a study through the National Council for Applied Economic Research (NCAER). NCAER in its report, submitted in October 2005, has estimated the total leakage/diversion of SKO meant for distribution under PDS at 38.6% of total sale of PDS SKO in 2004. NCAER has also estimated diversion of PDS SKO to open market (black marketing) at 17.9% of total sale of PDS SKO in 2004. NCAER has inter alia recommended to restrict the subsidy on SKO to BPL families only. In order to formulate a long-term pricing policy of petroleum products, the Government had constituted an Inter-Ministerial Committee under the Chairmanship of Dr. C. Rangarajan. The Committee has inter alia recommended to restrict the subsidy on SKO to BPL families only. The Government has accepted the recommendations of Dr. Rangarajan Committee Report and has decided 'in principle' that subsidy on PDS SKO be limited to BPL families only.

In this regard this Ministry had consulted State Governments and also held meetings with State Governments to ascertain as to how the diversion of PDS SKO can be curbed and also to elicit the views of the State Governments regarding restricting the distribution of PDS SKO to BPL families. State Governments were also consulted regarding implementation of Smart Card Scheme on pilot basis for distribution of PDS SKO to BPL families only.

The State Governments by and large are not in favour of restricting the subsidy on PDS SKO to BPL families only and are for continuance of making available PDS SKO to APL families also, as at present. In view of the unfavourable response from the State Governments, the modalities to implement this decision has not been worked out as yet. This Ministry has also not been able to implement the Smart Card Scheme.

OMCs had consulted the State Governments on the implementation of the marker system introduced with the objective to curb diversion of PDS SKO for unauthorized usage including adulteration, and to ensure availability of the same to the targeted beneficiaries. OMCs also regularly participate in the meetings held by the State Governments regarding smooth distribution of PDS SKO.

With a view to distribute the subsidized PDS SKO to the targeted beneficiaries, the Government has taken the following steps:

- (i) In order to check the black marketing of PDS kerosene, the Central Government have made provisions in the Kerosene (Restriction on Use and Fixation of Ceiling (Price) Order, 1993, issued under the Essential Commodities Act, 1955, that dealers cannot sell PDS kerosene at a price higher than the price fixed by the Government of OMCs and that the PDS kerosene dealers should prominently display stock-cum-price board at the place of business including the place of store at a conspicuous place.
- (ii) Government have also approved a pilot project for radically revamping the PDS kerosene distribution network with the primary objective of ensuring that this heavily subsidized product is actually made available in the required quantities at subsidized price to the intended beneficiaries; and secondly, to thuscap, reverse and eventually eliminate the diversion of PDS kerosene for adulteration. One of the salient features of this scheme is that supplies to the sub-wholesale points will be made under the direct supervision and responsibility of the public sector OMCs. The scheme has been launched on a pilot basis in 414 blocks in the country from 2nd October, 2005. The pilot scheme has been further extended upto 31.8.2007
- (iii) With a view to checking diversion of subsidized kerosene and in order to monitor the movement of tank trucks transporting petroleum products, the Government have advised the public sector OMCs for installing Global Positioning system (GPS) based vehicle tracking system on the tank trucks.
- (iv) To check adulteration in auto fuels, and also to check diversion of subsidized kerosene, Government have also advised OMCs to introduce marker in adulterants. Public sector OMCs have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. This would not only curb diversion of PDS SKO for adulteration but also would help availability of PDS SKO to the targeted beneficiaries.

International Airport at Surat

1621. SHRI KASHIRAM RANA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government have announced setting up of an international airport in Surat;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise.

[*English*]

Super Fast Charge on Trains

1622. SHRI PRABODH PANDA:
SHRI A.V. BELLARMIN:
SHRI VASANTRAO MORE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have accorded the status of super fast to some of the trains;

(b) if so, whether the passengers travelling in these super fast trains are being charged super fast charge in fare;

(c) if so, the details thereof;

(d) whether the Railways are aware that these super fast trains despite starting their journey at right time reach their destinations late by a minimum of one hour to a maximum of eight hours;

(e) if so, the reasons therefor;

(f) whether the Railways intend to return the super fast charge being charged from the passengers in case these super fast trains reach their destinations late by half an hour or more; and

(g) if not, the reasons therefor?

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

(b) Yes, Sir.

(c) The superfast surcharge is Rs. 8/- for second class, Rs. 20/- for sleeper class, Rs. 30/- for A.C. Chair Car/first class/A.C. 3-tier/A.C. 2-tier, Rs. 50/- for A.C. first class, Rs. 150/- for second class monthly season tickets, Rs. 450/- for second class quarterly season tickets, Rs. 450/- for first class monthly season tickets and Rs. 1350/- for first class quarterly season tickets. Superfast surcharge is, however, not levied on season ticket holders travelling by those superfast trains whose total journey is less than 325 kms.

(d) and (e) Trains on Indian Railways, including superfast trains, at times lose punctuality due to various factors such as miscreant activities, natural calamities like cyclonic storms, flood, damage to track due to breaches, law and order problems, bad weather, cattle runover and electricity grid failures etc. However, the overall punctuality of trains including superfast on Indian Railways is quite satisfactory.

(f) No, Sir.

(g) Some trains reach their destinations late for various reasons. Therefore, refund of any part of fare, including superfast surcharge, is not granted in such cases.

Prices of Medicines

1623. SHRI RANEN BARMAN:
SHRI P. MOHAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the mechanism in place to regulate/ control the prices of various categories of medicines;

(b) the details for each category thereof;

(c) the steps taken/proposed to ensure that the selling price of a medicine is not exorbitant when compared with its intrinsic value; and;

(d) the steps taken by the Government to ensure that the medicines which are to be taken life long are priced reasonably and the manufacturing/traders do not indulge in undue profiteering?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (d) The 74 bulk drugs specified in the First Schedule of the Drugs (Prices Control) Order, 1995 (DPCO, 95) and the formulations based thereon are under price control and their prices are fixed/revised by the National Pharmaceutical Pricing Authority (NPPA) in accordance with the provisions of the DPCO, 95. The price fixation/revision of the Scheduled Drugs and formulations is a continuous process under DPCO, 95. In case of any violation of the price fixed by NPPA, action for recovery of overcharged amount is taken by NPPA.

As part of its price monitoring activity, NPPA regularly examines the movement in prices of non-Scheduled formulations in accordance with certain internal guidelines. The monthly reports of ORG IMS and the information furnished by individual manufacturers are utilized for the purpose of monitoring prices of non-Scheduled formulations. Wherever abnormal price increase is noticed, necessary action is taken. The manufacturers are impressed upon to bring down the prices. This is an ongoing process.

IOC's LNG Project in Tamil Nadu

1624. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether LNG project of Indian Oil Corporation (IOC) at Ennore in Tamil Nadu has been put on hold as reported in 'Business Standard' dated July 28, 2007; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir. IOC is in the process of pursuing with various prospective LNG suppliers for Long-term supply of LNG.

(b) Does not arise.

Basic Amenities in Trains

1625. DR. K. DHANARAJU :
SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether toilets of the running trains emanate offensive odour and are unhygienic;

(b) if so, whether the Railways proposes to change all the toilets of running trains into controlled discharge system;

(c) if so, the details thereof;

(d) if not, the reasons therefor;

(e) whether the Railways have introduced bio-toilet project recently; and

(f) if so, the details and the progress made in this regard?

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

(b) to (d) With a view to further improve the sanitation and hygiene at stations, Controlled Discharge Toilet Systems are being provided progressively. Controlled discharged toilets ensure that the discharge of waste takes place only above a pre-determined speed thereby keeping major stations relatively clean. About 400 such coaches have been manufactured up till now. There is no immediate plan to convert all the toilets of existing coaches into controlled discharge type as Railways are also considering totally environment friendly toilets, which will be superior to the controlled discharge toilets.

(e) Yes, Sir.

(f) Specifications for the biological toilets have been finalized. Procurement of the toilet system involving biological degradation of waste is underway. Field trials shall be conducted on one rake before taking a decision for adopting the system on a regular basis.

Acquisition of Coal Mines Abroad

1626. SHRI ASADUDDIN OWAISI: Will the Minister of STEEL be pleased to state:

(a) whether the Government has asked the public sector steel companies to intensify efforts to acquire coal mines in Australia and Canada before the shortage of coking coal jeopardizes their capacity expansion plan;

(b) if so, the efforts made so far by the steel companies to acquire mines abroad;

(c) the extent to which the expansion plan of the steel companies is likely to be affected without acquiring mines abroad; and

(d) the number of countries with whom negotiations are going on and the number of proposals finalised so far to acquire coal mines by steel companies?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) Yes Sir. Ministry of Steel had constituted a Committee under the Chairmanship of Director (Finance), Rashtriya Ispat Nigam Limited (RINL) to submit a Status Paper on "Securing Coking Coal Supplies for Steel Authority of India Limited (SAIL) and Rashtriya Ispat Nigam Limited (RINL)". Based on the recommendations of the Committee on Empowered Special Purpose Vehicle (SPV) comprising Steel Authority of India Limited (SAIL), Coal India Limited (CIL), Rashtriya Ispat Nigam Limited (RINL), National Thermal Power Corporation (NTPC) and National Mineral Development Corporation (NMDC) has been proposed for incorporation for the purpose of acquisition of coal mining companies/properties in overseas territories. The proposed SPV would specifically cater to meet the requirements of coking and thermal coal of the participant companies.

SAIL and RINL are also making efforts to acquire coking coal mines abroad. Discussions are underway. However, no proposals have been finalized so far.

(c) Both SAIL and RINL are currently purchasing coking coal against long term and spot coking coal contracts. No serious difficulty in obtaining the requisite quantities of coal has been faced so far. However, acquisition of mines would confer overall long term advantage to both the companies.

(d) Efforts are being made to identify suitable coal mining companies/properties in countries from where landed cost of coal to India would be competitive. SAIL is in discussions with its long term suppliers of coking coal in Australia and New Zealand for acquisition of equity stakes in their existing or new mine development projects. RINL is also negotiating with parties in Australia and USA. No specific proposals have been finalized so far.

[*Translation*]

Non-Availability of Raw Material

1627. SHRI MITRASEN YADAV: Will the Minister of STEEL be pleased to state:

(a) whether sponge iron industries in Chhattisgarh are facing acute crisis due to non-availability of raw material;

(b) if so, the steps being taken by the Government to meet the shortage of raw material;

(c) whether there is a shortfall in the production of National Mineral Development Corporation's enterprise located in District Dantewala;

(d) if so, the annual average production of iron ore from the said enterprise, during each of the last three years;

(e) whether iron ore is also supplied to the local industries out of the said production; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) There is no report of sponge iron industries in Chhattisgarh facing acute crisis due to non-availability of raw material, particularly iron ore.

(b) Does not arise in view of above.

(c) and (d) No, Sir. Annual production from Bailadila mines is as following:

(*Qty. in million tonne*)

Year	MoU (Excellent Target)	Actual Production
2004-05	15.30	15.61
2005-06	16.60	17.42
2006-07	18.15	20.45

(e) and (f) Yes, Sir. The year-wise quantities offered to and the quantity lifted by Chhattisgarh based Sponge Iron Manufacturers during last three years from Bailadila mines is as following:

Year	(Qty. in lakh tonne)	
	Allocated by NMDC	Lifted by Chhattisgarh Sponge Iron Manufacturers
2004-05	5.6	1.4
2005-06	12.0	8.5
2006-07	20.0	18.3

Import of Steel

1628. SHRI MOHAN SINGH: Will the Minister of STEEL be pleased to state:

(a) the average consumption of steel in India per year, the percentage of supply from domestic produce and from import respectively;

(b) the percentage of supply by the public sector industries and the percentage of supply by the private sector industries of domestic steel;

(c) whether 48-49% of steel had been imported in the first quarter of the year 2007 and a major part of this came from former USSR and China;

(d) if so, whether the Government is aware that imported steel is cheaper than the domestic steel; and

(e) if so, the steps taken by the Government to enhance the production of steel to save the domestic steel industries?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) During 2006-07, the consumption of finished non-alloy steel was 43.743 million tonnes (provisional). The percentage share of domestic supply from domestic produce and of imports in total domestic availability is given below:

Year	Finished non-alloy steel (unit: '000 tonnes)					
	Net production for sale	Exports	Domestic supply from domestic produce	Imports	Adjustments for stocks inter-plant transfers etc.	Total domestic availability
	a	b	c = (a-b)	d	e	f = a-b+d-e
2006-07 (Prov.)	49575	4750	44825 (92%)	4100 (8%)	5182	43743

[Source: Joint Plant Committee]

[Figures in bracket are % of total]

(b) The percentage of supply by the public sector industries and the percentage of supply by the private

sector industries of domestic steel is given below;

(unit: '000 tonnes)

Year/Item	Finished non-alloy steel		
	Public sector units	Private sector units	Total
2006-07 (Prov.)			
Net Production for sale	12982 (26%)	36613 (74%)	49575
Exports	309	4441	4750
Domestic supply from domestic produce	12653 (28%)	32172 (72%)	44825

(Source: Joint Plant Committee)

[*Figures in bracket are % of total]

(c) Import of finished non-alloy steel from CIS and China taken together accounted for 43% of total imports during the first quarter of 2007-08.

(d) It is difficult to compare the landed cost of imported steel products with domestic price as it varies from consignment to consignment, country to country, grade to grade and other specifications.

(e) The Government has taken several steps to increase the steel capacity in the country by way of expansion of public sector steel plants and adoption of various policy measures to encourage creation of additional steel production capacity in the private sector. The Government has also constituted an Inter Ministerial Group (IMG) consisting of Secretaries of concerned Ministries/Departments of Government of India as well as Chief Secretaries of concerned State Governments to coordinate and monitor the steel investments in India.

[English]

New Design of High Speed Coaches

1629. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI RAVI PRAKASH VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have introduced new design high speed ALSTM-LHB coaches in a number of Rajdhani and Shatabdi trains to provide world class facilities to passengers;

(b) if so, the details thereof;

(c) whether there is any proposal to introduce new design high speed coaches in other express/mail trains;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

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

(b) A new design of high speed stainless steel coaches was acquired by Indian Railways under a transfer of technology agreement with M/s Linke Hoffman Bush and about 400 such coaches have already been

manufactured indigenously at Rail Coach Factory, Kapurthala up till now.

Besides the higher speed potential, these coaches are lighter and also have a higher carrying capacity of about 10-12% as compared to the corresponding Integral Coach Factory (ICF) design coaches. The other superior features of this design are better riding comfort, enhanced safety and aesthetic interiors etc.

(c) to (e) Coaches to this new design are being introduced in a phased manner.

Promotion of Ethanol

1630. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to State:

(a) whether latest research has established that ethanol can be produced not only from sugar cane but also from stalks of sweet sorghum (jowar) abundantly grown in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir. The ethanol can also be produced from stalk of sweet sorghum.

(b) Sweet sorghum is native to tropics which can be cultivated in temperate and tropical climatic areas. The stem of sorghum has carbohydrates, cellulose, hemicellulose and lignin. The sweet sorghum sugars consist of sucrose, glucose and fructose. These sugars can be fermented into alcohol. Besides, bagasse of sweet sorghum plant contains lingo-cellulosic biomass, which can also be converted to ethanol through the process of enzymatic hydrolysis.

Rise in Prices of Steel

1631. SHRI ABDUL RASHID SHAHEEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that steel has a transcendently steep rise in its prices;

(b) whether the rise in steel prices has taken the contractors off guard and almost all the allotted steel works have suffered fits and starts;

(c) if so, how many projects are expected to trail behind their schedule of completion, project-wise;

(d) whether the National Projects like Udampur-Qaziqund-Baramulla is also expected to be delayed; and

(e) if so, whether the Railways take a decision to consider the genuine concerns of contractors working on such projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Steel prices had an abnormal increase in the recent past.

(b) and (c) The progress of contractors was adversely affected due to such increase in prices of steel on many projects. The project wise details have not been maintained in this regard.

(d) Yes, Sir. However, it is primarily because of delay in land acquisition, forestry clearances, adverse law and order conditions and technical problems being encountered due to difficult hilly terrain.

(e) The contract is governed by contract conditions and any price variation is also to be dealt as per price variation clause applicable to the contract.

Catering Services in Rajdhani and Shatabdi Trains

1632. SHRI N.S.V. CHITTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware about the downgrading of standard of catering services in prestigious trains like Rajdhani and Shatabdi Express; and

(b) if so, the measures being taken to bring improvement therein?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railways provide hygienic and quality food to the passengers at stations and in trains including Rajdhani/Shatabdi Express trains through private licensees as well as units under Indian Railway Catering and Tourism Corporation (IRCTC). As an ongoing process, catering services of Indian Railways receive constant attention of the Zonal Railways and IRCTC. Regular monitoring of catering services is done by Railways and IRCTC officials. IRCTC has engaged independent food audit agencies to ensure quality of food

being supplied to the passengers of Indian Railways. In addition, dedicated quality inspectors have also been engaged for constant monitoring of quality of food. Deterrent actions like warning, imposition of fine, disciplinary action, termination of contracts are taken for lapses, on the part of licensees and departmental staff, in catering services.

Budget Hotels

1633. SHRI P.S. GADHAVI: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has received a memorandum from the Hotel and Restaurant Association for construction of more Budget Hotels in the country preferably in Gujarat before Commonwealth Games, 2010;

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

(c) the steps Government proposes to take on the demands of the Association?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

[Translation]

Implementation of Rail Budget Announcements

1634. DR. SATYANARAYAN JATIYA:
SHRI GANESH SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have announced proposal for introduction of new train service, extension and increase in frequency of some trains during the Railway Budget for 2007-08;

(b) if so, the present position in regard to implementation of those announcements;

(c) the details of proposals in this regard which are still to be implemented alongwith the reasons for delay; and

(d) the status in regard to introduction of trains service and the construction of new railway tracks announced in the railway budget for 2006-07?

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

(b) and (c) The present position is as under:—

(Trains in pairs)			
Services	Announced during Rail Budget 07-08	Implemented	Remaining
Introduction	37	20	17
Garib Rath	8	—	8
Extension	24	11	13
Increase in Frequency	15	5	10

The train services announced in the Railway Budgets are introduced during the course of the ensuing financial years subject to availability of rolling stock, development of requisite infrastructure, completion of gauge conversion, operational feasibility etc. Hence there is no delay on the part of Railways, however the details of the Railway

Budget 2007-08 services to be introduced during the current financial year are given at Statement.

(d) The status of train services and construction of new railways tracks announced in the Railway Budget 2006-07 are also given at Statement.

Statement

The details of the Railway Budget 2007-08 services to be introduced during the current financial year are as under

Introduction

Sl.No.	Train No.	From	To	Nature	Frequency
1	2	3	4	5	6
1.	5039/5040	Farrukhabad	Kasganj	Express	Daily
2.	5039/5040	Farrukhabad	Kasganj	Express	Daily
3.	2537/2538	Bapudham	Varanasi	Express	Tri-weekly
4.	5101/5102	Chhapra	Mumbai CST	Jan Sadharan	Weekly
5.	6233/6234	Mayailaduthurai	Tiruchchirapalli	Express	Daily
6.	1025/1026	Nasik	Pune	Express	Daily
7.	8495/8496	Bhubaneswar	Rameswaram	Express	Weekly
8.	3243/3244	Patna	Dehri-on-sona	Express	Daily
9.	5015/5016	Gorakhpur	Yesvantpur	Express	Weekly

1	2	3	4	5	6
10.	6609/6610	Coimbatore	Nagercoil	Express	Daily
11.	6775/6776	Chennai Egmore	Nagore	Express	Daily
12.	1423/1424	Solapur	Bagalkot	Express	6 days
13.	2291/2292	Yesvantpur	Chennai	Express	Weekly
14.	2191/2192	Jabalpur	Delhi	Express	Weekly
15.	9325/9326	Indore	Amritsar	Express	Weekly
16.	2071/2072	Mumbai(Dadar T)	Aurangabad	Jan Shatabdi	6 days
17.	1425/1426	Bijapur	Bagalkot	Passenger	6 days

Garib Rath

1.	2201/2202	Tiruvanthapuram	Lokmanya Tilak	Garib Rath	Bi-weekly
2.	2993/2994	Jaipur	Bandra (T)	Garib Rath	Tri-weekly
3.	2359/2360	Kolkata	Patna	Garib Rath	Tri-weekly
4.	2735/2736	Secunderabad	Yesvantpur	Garib Rath	Tri-weekly
5.	2205/2206	Nizamuddin	Dehradun	Garib Rath	Tri-weekly
6.	2831/2832	Bhubaneswar	Ranchi	Garib Rath	Tri-weekly
7.	2535/2536	Raipur	Lucknow	Garib Rath	Bi-weekly
8.	2517/2518	Kolkata	Guwahati	Garib Rath	Bi-weekly

Extension

1.	469/470	Lucknow	Farrukhabad	Passenger	Kasganj
2.	5037/5038	Kanpur	Farrukhabad	Express	Kasganj
3.	1SF/2SF	Shikohabad	Farrukhabad	Passenger	Kasganj
4.	2705/2706	Secunderabad	Vijayawada	Express	Guntur
5.	5665/5666	Guwahati	Dimapur	Express	Jorhat
6.	209/210	Howrah	Darbhanga	Passenger	Jaynagar
7.	2105/2106	Mumbai	Nagpur	Vidarbha Express	Gondia
8.	3185/3186	Sealdah	Darbhanga	Ganga Sagar Express	Jaynagar
9.	4649/4650	Amritsar	Darbhanga	Saryu Yammuna Express	Jaynagar
10.	4673/4674	Amritsar	Darbhanga	Shaheed Express	Jaynagar
11.	531A/532A	Parli	Latur	Passenger	Osamanabad

1	2	3	4	5	6
12.	6509/6510	Ajmer	Bangalore	Express	Mysore
13.	712/717	Gaya	Kiul	Passenger	Jhajha

Increase in Frequency

Sl.No.	Train No.	From	To	Nature	Old Frequency (day/week)	New Frequency (day/week)
1.	6315/6316	Bangalore	Kochuveli	Express	1	3
2.	2309/2310	New Delhi	Patna	Rajdhani Express	2	7
3.	2149/2150	Pune	Patna	Express	2	4
4.	2843/2844	Puri	Ahmedabad	Express	3	4
5.	5715/5716	Kishanganj	Ajmer	Garib Nawaj Express	1	3
6.	209/210	Machallipatanam	Tirupati	Passenger	3	7
7.	2835/2836	Hatia	Yesvantpur	Express	1	2
8.	6595/6596 (as 2295/2296)	Patna	Bangalore	Express	2	6
9.	6603/6604	Thiruvananthapuram	Manglore	Express	3	7
10.	9311/9312	Indore	Pune	Express	2	3

(d) The status regarding introduction of train services and construction of new railways tracks announced in the Railway Budget 2006-07 are as under:—

(Trains in pairs)

Services	Announced during Railway Budget 2006-07	Implemented	Remaining
Introduction	57	54	3
Extension	37	37	0
Increase in Frequency	12	12	0

The status of New Line Projects included in the Railway Budget 2006-07 is as under:

S.No.	Name of the Project	Status
1	2	3
1.	Motihari-Sitamarhi	Preliminary works like final location survey, preparation of detailed estimate and plans etc. taken up.

1	2	3
2.	Darbhanga-Kusheshwar Asthan	Preliminary works like final location survey, preparation of detailed estimate and plans etc. taken up.
3.	Chhapra-Muzzafarpur	Final location survey completed. Detailed estimate under process.
4.	Chhitauni-Tumkuhi Road	Final location survey completed. Contract awarded.
5.	Araria-Galgolia(Thakurganj)	Final location survey & preparation of detailed estimate taken up.
6.	Dimapur-Kohima(Zubza)	Final location survey to be taken up.
7.	Azra-Byrnihat	Final location survey is being taken up.
8.	Vishnupuram-Janapahar	Final location survey completed. Detailed estimate sanctioned.
9.	Jaggayapet-Mallacheruvu	Land acquisition and tenders for earthwork and minor bridges taken up.
10.	Manoharabad-Kotapalli	Final location survey taken up.
11.	Obulavaripalle-Krishnapatnam	The work is under execution through an SPV by Rail Vikas Nigam Limited. Final location survey completed and work on part of the section taken up.
12.	Tindivanam-Gingee-Tiruvannamalai	Preliminary arrangements like final location etc. taken up.
13.	Tindivanam-Nagari	Preliminary arrangements like final location etc. taken up.

Subsidy on Petroleum Products

1635. SHRI CHANDRA MANI TRIPATHI:
SHRIMATI RUPATAI D. PATIL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether private petroleum companies of the country have demanded transparency in the system of subsidy given on petroleum products,

(b) if so, the details thereof;

(c) the issues relating to the said subsidy on which petroleum companies have expressed and their objection; and

(d) the details of action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) The private sector oil compaines have demanded subsidy from Government for the losses they

have sustained on sales of petrol and diesel. However, since they are not subject to pricing restrictions by the Government, there can be no compensation for marketing of petrol and diesel. Private oil companies are free to take their pricing decisions on commercial considerations. It may be added that all companies, including PSUs namely ONGC, MRPL and NRL who have been granted authorization to market petrol and diesel in terms of the Government Resolution of 8th March, 2002 are not covered under the subsidy sharing mechanism.

[English]

Food Research Institute in Kerala

1636. SHRI C.K. CHANDRAPPAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has proposed grant in aid to the Food Research Institute to be set up at Konni in Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) and (b) The Government of Kerala had initially forwarded a proposal on 04.11.2004 for setting up of Indigenous Food Research Institute on 100 acres campus at Konni in the State of Kerala at an estimated cost of Rs. 95.33 crores. Since the schemes of the Ministry of Food Processing Industries do not have any provision for setting up of an institute, the Government of Kerala were advised on 22.02.2005 to revise the proposal and avail assistance under our Research & Development and HRD schemes. Government of Kerala has forwarded proposals for Development of Indigenous Food Park at Konni, setting up of Food Processing & Training Centre, setting up of Food Quality Monitoring Lab and organizing courses and infrastructure in College of Food Technology. Certain clarification/additional information have been sought in respect of the proposals.

Compensation to Land Owners

1637. SHRI A. KRISHNA SWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) propose to develop some airports in various States of the country;

(b) if so, the details thereof;

(c) whether there is any hurdle for getting land and land acquisition from the State Government for the said purpose;

(d) if so, the details thereof; and

(e) the details of the compensation paid/proposed to be paid to the land losers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATIL): (a) Yes, Sir.

(b) Developmental works like resurfacing, strengthening and extension of runway, construction of taxi-track, apron, isolation bay etc, and construction of integrated Terminal Building etc., provision of aerobridges, additional parking bays and provision of CAT-II Lighting system on runway and allied works are being done at Tirupathi and Vizag Airports in Andhra Pradesh, at Dibrugarh, Guwahati and Silchar in Assam, at Ahmedabad, Surat and Vadodara in Gujarat, in Goa, at Mangalore

and Mysore in Karnataka, at Calicut and Trivandrum in Kerala, at Khajuraho and Raipur in Madhya Pradesh, at Akola, Aurangabad, Nagpur and Pune in Maharashtra, at Shillong in Meghalaya, at Bhubaneswar in Orissa, at Amritsar in Punjab, at Jaipur and Udaipur in Rajasthan at Agartala in Tripura, at Chennai, Coimbatore, Madurai and Trichy in Tamil Nadu, at Lucknow and Varanasi in Uttar Pradesh, at Dehradun and Pantnagar in Uttarakhand, at Agatti, Port Blair, Chandigarh in the Union Territories and at Kolkata and Cooch Behar in West Bengal.

(c) and (d) Issues such as Court case(s)/injunction against acquisition, Rehabilitation of affected persons under Project Affected Policy (PAP), disputes regarding compensation to be paid. Presence of places of worship, Diversion of utilities, roads and railway tracks etc. delay the acquisition process in many cases.

(e) Compensation as determined by Land Acquisition officer is paid. In case State Government is acquiring land and transferring it free of cost to AAI, the compensation is paid by State Government.

[Translation]

Partnership of RIGS with Private Operators

1638. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Director General, DGH intends to withdraw some blocks of oil and gas from ONGC as it has failed to start the exploration work on these blocks in time though ONGC is in favour of entering into partnership of its rigs with private oil block operators;

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

(c) the objectives with which ONGC wants to enter into partnership with private operators; and

(d) whether any benefits are likely to accrue in the field of oil and gas exploration due to the partnerships of rigs with private operators?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) No, Sir. There is no such proposal under consideration of the Government. In terms of the provisions of the Production Sharing Contracts (PSCs),

in case the contractor/company fails to complete the committed Minimum Work Programme (MWP), it is liable to pay to the Government an amount equal to the amount required to complete the unfinished work programme and forthwith relinquish the block. Government also has the right to terminate the contract in case the contractor fails to abide by the terms and conditions of the PSC. As soon as a PSC is terminated, the concerned block reverts to the Government.

To overcome the problem of availability of offshore rigs, DGH initiated rig sharing concept on pilot basis in East Coast deepwater areas among the operators to enable them to carry out their respective work programme commitments.

(c) The objective behind entering into partnership with private operators was to optimize the utilization of available resources.

(d) The sharing of rig resources with private operators will help in expediting the exploratory efforts.

Supply of Fertilizers

1639. SHRI HEMMAL MURMU:
SHRI SHRINIWAS DADASAHEB PATIL:
SHRI RAGHURAJ SINGH SHAKYA:
SHRI RAKESH SINGH:
SHRIMATI KARUNA SHUKLA:
SHRIMATI RUPATAI D. PATIL:
SHRI KIREN RIJJU:
SHRI THAWAR CHAND GEHLOT:

Will the Minister of CHEMICALS AND FERTILISERS be pleased to state:

(a) whether the Union Government has issued any directions to the State Governments regarding arranging the chemical fertilizers, particularly the D.A.P. for the current Kharif and monsoon season by ignoring their demands;

(b) if so, the details thereof;

(c) whether a "National Kharif Conference" was held recently between the Centre and State Governments to discuss the supply arrangements of fertilizers according to the requirements of respective States;

(d) if so, the details thereof and the reaction of the Government in this regard;

(e) the total quantity of D.A.P. and other fertilizers supplied to the various States of the country on their demand for Kharif and Rabi crops during the last three years and the current year till date; and

(f) the details of the States which are going to import D.A.P. fertilizers directly and the countries with whom they have signed agreements?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) Only 50% of indigenously produced urea is under the movement and distribution control of the Government. Movement and distribution of all other fertilizers including DAP are not under the control of the Government. Therefore, the State Governments have been repeatedly advised by the Department of Fertilizers to ensure adequate supplies from the Suppliers/Importers before the start of every cropping season so that the States do not face shortages of these fertilizers.

However, there have been gaps between demand and committed supply by the fertilizer companies, particularly of DAP during the current Kharif season. This is attributable to the reluctance of the manufacturers and importers to manufacture or import to the full extent of requirement, due to the high international prices of raw materials and finished products. Department of Fertilizers has stepped in to arrange imports of these fertilizers through State Trading Agencies like M/s Indian Potash Limited. Since these agencies do not have adequate marketing and distribution network in all the deficit states to be able to reach these fertilizers to the farmers, the states have been requested to identify institutional agencies, which will undertake marketing and distribution of fertilizers from the rake points.

(c) and (d) A National Kharif Conference was organized by the Department of Agriculture and Cooperation to discuss, among other things, availability of fertilizers during the current Kharif season. Government has been making efforts to ensure that fertilizers are available in adequate quantities corresponding to the monthly assessed requirement in all the states.

(e) A statement showing availability of Urea, DAP and MOP to the major agricultural states in the last three years and upto 31st July in the current Kharif season is enclosed.

(f) None of the states is importing DAP directly from other countries.

Statement*State-wise Availability and Sales of UREA, DAP & MOP 1st April 2004 to 31st March 2005.*

2004-05

Qty in (LMT's)

Product Name of State	UREA			DAP			MOP		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
Andhra Pradesh	19.50	18.55	17.46	6.25	4.66	4.48	2.85	3.58	3.39
Karnataka	9.40	9.74	9.27	3.90	4.25	4.09	2.45	3.01	2.89
Kerala	1.33	1.13	1.10	0.10	0.18	0.18	1.39	0.98	0.98
Tamil Nadu	6.60	7.67	7.45	2.20	2.90	2.81	3.00	3.19	3.15
Gujarat	11.70	12.62	12.25	4.50	5.15	5.12	0.95	1.46	1.42
Madhya Pradesh	11.35	11.05	10.34	6.00	5.01	4.62	0.42	0.58	0.52
Chhattisgarh	3.76	4.07	3.84	0.84	1.12	1.03	0.48	0.51	0.46
Maharashtra	15.25	15.80	15.14	4.25	5.46	5.30	2.00	2.33	2.16
Rajasthan	11.50	10.40	10.16	4.25	3.56	3.44	0.13	0.18	0.16
Haryana	15.15	15.60	14.74	5.35	4.84	4.68	0.22	0.25	0.25
Punjab	23.00	24.28	24.04	7.25	7.01	6.63	0.55	0.65	0.57
Jammu and Kashmir	1.20	1.02	0.94	0.70	0.52	0.50	0.17	0.06	0.06
Uttar Pradesh	47.10	47.98	45.11	14.00	12.08	11.33	1.85	1.94	1.77
Uttaranchal	1.81	1.67	1.58	0.30	0.23	0.19	0.11	0.05	0.04
Bihar	14.30	13.43	12.79	3.00	1.14	0.98	1.10	0.56	0.51
Jharkhand	1.58	1.70	1.63	1.15	1.12	1.06	0.19	0.03	0.03
Orissa	4.30	3.75	3.60	0.80	0.68	0.66	0.90	0.88	0.82
West Bengal	11.50	11.13	10.83	4.61	3.58	3.33	3.32	3.26	3.16
Assam and Other N.E	2.67	2.39	2.33	0.96	0.29	0.26	0.95	0.64	0.58
Other Total	1.08	0.91	0.90	0.20	0.11	0.08	0.19	0.16	0.16
All India	214.08	214.90	205.49	70.60	63.89	60.78	23.21	24.32	23.10

Statewise Requirement, Availability and Sales of Urea, DAP & MOP

2005-06

Qty in (LMT's)

Product Name of State	UREA			DAP			MOP		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
Andhra Pradesh	23.50	23.53	22.18	7.05	6.12	5.96	3.86	4.61	4.13
Karnataka	9.55	11.03	10.67	4.60	5.00	4.57	2.85	3.79	3.36
Kerala	1.55	1.26	1.18	0.20	0.17	0.16	1.30	1.29	1.19
Tamilnadu	9.50	9.06	8.78	3.50	3.87	3.64	4.50	3.76	3.67
Gujarat	12.50	13.81	13.26	5.20	6.65	5.41	1.30	1.89	1.55
Madhya Pradesh	11.55	10.97	10.20	5.95	5.76	4.66	0.50	0.91	0.57
Chhattisgarh	4.70	4.67	4.45	1.16	1.38	1.27	0.49	0.79	0.49
Maharashtra	16.75	18.19	17.21	5.85	5.84	5.13	2.45	2.92	2.47
Rajasthan	12.30	12.35	11.59	4.90	5.41	4.14	0.20	0.32	0.17
Haryana	16.00	18.00	16.44	5.60	6.64	5.10	0.30	0.55	0.36
Punjab	24.70	24.55	23.72	7.65	9.54	7.32	0.65	1.25	0.85
Uttar Pradesh	52.00	50.36	45.95	15.50	15.89	12.34	2.60	3.01	1.66
Uttaranchal	1.77	2.01	1.75	0.27	0.31	0.23	0.11	0.07	0.05
Jammu and Kashmir	1.20	1.30	1.11	0.70	0.65	0.56	0.17	0.09	0.07
Bihar	14.30	14.24	7.32	3.00	2.12	1.78	1.40	1.64	1.23
Jharkhand	1.75	1.56	1.51	1.16	0.73	0.68	0.26	0.05	0.05
Orissa	4.75	4.31	1.09	0.90	0.92	0.81	1.00	1.16	0.96
West Bengal	11.90	10.97	10.41	4.10	3.53	3.43	3.90	3.06	2.52
Assam	1.95	1.95	1.76	0.43	0.27	0.20	0.75	0.75	0.53
All India	234.26	235.65	221.37	78.06	79.76	67.53	28.89	32.11	26.08

Statewise Requirement, Availability and Sales of UREA, DAP & MOP—1st April 06 To 31st March 2007

2006-07

Qty in (LMT's)

Product Name of State	UREA			DAP			MOP		
	Requirement	Availability	Sales	Requirement	Availability	Sales	Requirement	Availability	Sales
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	27.00	24.52	22.13	6.69	6.15	5.97	5.21	3.90	3.72
Karnataka	11.20	11.55	10.92	5.00	5.25	4.88	3.90	3.14	2.76

1	2	3	4	5	6	7	8	9	10
Kerala	1.46	1.33	1.27	0.17	0.23	0.23	1.40	1.13	1.12
Tamil Nadu	10.00	9.59	9.18	3.85	3.98	3.84	4.85	3.48	3.48
Gujarat	15.00	15.22	15.03	5.75	5.79	4.56	1.65	1.46	1.42
Madhya Pradesh	12.10	13.89	13.16	6.20	5.76	4.96	0.50	0.75	0.67
Chhattisgarh	4.90	5.93	5.53	1.38	1.59	1.27	0.52	0.67	0.59
Maharashtra	19.00	20.70	19.87	6.25	7.06	6.49	3.00	2.48	2.34
Rajasthan	13.20	12.80	12.26	5.60	4.30	4.05	0.22	0.07	0.07
Haryana	17.50	18.04	17.33	5.60	5.04	4.46	0.40	0.32	0.23
Punjab	25.00	26.16	25.74	7.90	7.60	7.12	0.90	0.52	0.47
Jammu and Kashmir	1.42	1.15	1.05	0.71	0.55	0.51	0.21	0.10	0.10
Uttar Pradesh	50.00	53.50	51.83	14.50	14.42	12.94	2.30	1.34	1.22
Uttaranchal	1.65	2.17	2.10	0.32	0.24	0.23	0.12	0.06	0.04
Bihar	17.50	16.32	16.01	4.50	3.29	2.65	2.50	1.04	1.00
Jharkhand	1.74	1.63	1.60	1.10	0.71	0.68	0.07	0.01	0.01
Orissa	4.70	4.44	4.21	0.98	1.16	1.03	0.92	0.85	0.75
West Bengal	12.00	12.28	11.94	4.10	3.99	3.54	3.58	2.78	2.51
Assam and Other N.E	3.08	2.67	2.47	0.51	0.27	0.24	0.82	0.59	0.54
Other Total	1.10	0.90	0.90	0.20	0.17	0.12	0.20	0.13	0.13
All India	249.55	254.79	244.52	81.31	77.57	69.75	33.27	24.82	23.17

Statewise Availability, Sales of Fertilisers during 1st April 2007 to 31st July 2007

Kharif: 2007

Qty in (LMTs)

Product	UREA		DAP		MOP	
	Availability	Sales	Availability	Sales	Availability	Sales
	01.04.07 to 31.07.2007	01.04.07 to 31.07.2007	01.04.07 to 31.07.2007	01.04.07 to 31.07.2007	01.04.07 to 31.07.2007	01.04.07 to 31.07.2007
1	2	3	4	5	6	7
Andhra Pradesh	7.28	4.73	2.05	1.81	1.10	0.60
Karnataka	4.63	3.81	2.22	2.10	1.60	1.13

1	2	3	4	5	6	7
Kerala	0.49	0.45	0.08	0.06	0.40	0.39
Tamil Nadu	2.41	1.74	0.77	0.73	1.66	1.22
Gujarat	5.67	4.98	2.46	1.89	0.56	0.49
Madhya Pradesh	3.98	2.94	2.05	1.71	0.34	0.20
Chhattisgarh	2.91	2.53	0.88	0.73	0.29	0.25
Maharashtra	9.41	8.50	2.63	2.56	1.29	1.11
Rajasthan	3.60	3.00	1.20	0.98	0.08	0.05
Haryana	6.49	5.71	1.39	1.13	0.12	0.08
Punjab	9.81	9.11	1.61	1.30	0.29	0.19
Jammu and Kashmir	0.67	0.52	0.10	0.10	0.04	0.03
Uttar Pradesh	16.64	13.16	3.22	2.06	0.48	0.26
Uttaranchal	1.05	0.94	0.07	0.05	0.01	0.01
Bihar	5.12	3.76	0.96	0.74	0.30	0.20
Jharkhand	0.50	0.44	0.43	0.41	0.02	0.02
Orissa	1.51	1.10	0.88	0.57	0.49	0.30
West Bengal	3.09	2.05	1.48	1.18	0.89	0.66
Assam	1.07	0.88	0.04	0.04	0.27	0.17
All India	86.79	70.77	24.55	20.17	10.25	7.39

*[English]***Information to Tourist**

1640. SHRI NIKHIL KUMAR: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has taken major initiatives in the field of Information Technology with a view to benefit the tourists;

(b) if so, the details thereof; and

(c) the total expenditure incurred by Government on providing such information during the last three years?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes,

Sir. These initiatives include computerization, development of the tourism website in various Indian and foreign languages, online campaigns in the worldwide web, production of CD-ROM, VCD, DVD etc. on important tourist destinations/sites. Ministry of Tourism also provides Central Financial Assistance to the State Governments/ Union Territories for undertaking Information Technology initiatives in their States/Union Territories.

(c) The expenditure incurred on IT initiatives during the last three years is as under:—

2004-05	Rs. 1452.54 lakh
2005-06	Rs. 1789.47 lakh
2006-07	Rs. 1990.04 lakh

Market Share of Indian Airlines

1641. SHRI M.P. VEERENDRA KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines market share has been declining steadily and has come down to 21 percent: from 30 per cent;

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

(c) the steps the Government propose to take to arrest the declining trend?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. While the number of passengers carried by Indian Airlines increased from 6.9 million in 2005-06 to 7.1 million in 2006-07, its market share in the domestic market declined from 29.4% in 2005-06 to 21.3% in 2006-07. Indian Airlines' market share has been impacted due to entry of private airlines, availability of low cost carriers, induction of new and latest technology aircraft by private airlines, decline in capacity share of Indian Airlines etc.

(c) In order to boost Indian Airlines' capacity share, which has a direct correlation with market share, Government has approved purchase of 43 new A-320 family aircraft. Government has also approved the merger of Indian Airlines and Air India, which will lead to developing seamless connectivity of regional operations, short to medium-haul trunk operations and long haul operations offering improved product through wider network coverage. Indian Airlines has also resorted to aggressive marketing and sales initiatives. As a result of these initiatives, the domestic market share of Indian Airlines has shown some improvement in March, April and May, 2007.

Frequency of Trains

1642. SHRI A.V. BELLARMIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to increase the frequency of the existing week-end super fast trains from Chennai to Nagercoil and Chennai to Coimbatore to run daily;

(b) if so, the details thereof;

(c) whether the Railways are considering to introduce a train between Nagercoil and Thanjavur; and

(d) if so, the time by which the proposal in this regard is likely to be implemented?

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

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[Translation]

Dilapidated Conditions of Railway Bridges

1643. SHRI AJIT JOGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether several railway bridges in the country particularly in Chhattisgarh are in a dilapidated condition:

(b) if so, the details thereof;

(c) whether the Railways has prepared any plan to repair these old bridges or construct new bridges in place of old bridges; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) No, Sir. None of the Railway Bridges on Indian Railway system is in a dilapidated condition. Rehabilitation/rebuilding/repair of Bridges is an ongoing process on Indian Railways. Railway undertakes rehabilitation/rebuilding/repair of Bridges on the basis of their physical condition as ascertained during regular inspections carried out in the field. Certain Bridges which may show signs of deterioration of physical condition indicating need for rehabilitation etc., are classified as Distressed Bridges. These, however, are neither unsafe nor dilapidated Bridges. Based on such identification of Bridges, allotment of funds is made annually to carry out their rehabilitation, rebuilding/repair duly prioritizing the works as per requirement.

In 2001-02, to clear the backlog of replacement of such identified Bridges on Indian Railways, 2370 no. of

Bridges were sanctioned for rehabilitation/rebuilding/repair at a cost of Rs. 1530 Crore (Net) under Special Railway Safety Fund (SRSF). Apart from SRSF, additional funds are also made available annually in Railway Budget to

undertake rehabilitation/rebuilding/repair of fresh accruals of Bridge works under Depreciation Reserve Fund (DRF). Year-wise repair/rehabilitation/rebuilding of Bridges on Indian Railways since creation of SRSF is given as below:—

Year	SRSF		DRF	
	No. of Bridges Rehabilitated/Rebuilt/ Repaired	Expenditure (Rs. in Crore)	No. of Bridges Rehabilitated/Rebuilt Repaired	Expenditure (Rs. in Crore)
2001-02	280	44.10	445	63.96
2002-03	496	151.60	655	47.50
2003-04	530	157.27	1033	71.28
2004-05	375	274.26	1204	116.00
2005-06	239	248.61	1192	161.98
2006-07	167	261.20	947	215.15
2007-08	190 (Target)	445.50 (Budget Allotment)	1254 (Target)	157.10 (Budget Allotment)

[English]

Setting up of MRO

1644. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:
SHRI E.G. SUGAVANAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to allow Embraer and Boeing to set up maintenance, repair and overhaul facilities (MRO) for aircraft in the country;

(b) if so, the details thereof;

(c) the manner in which such MRO will be able to meet the growing market in the country;

(d) the stations in which MRO are likely to be set up in the country; and

(e) the estimated cost of the projects alongwith annual production capacity thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) As a part of the fleet acquisition programme of Air India, M/s. Boeing is committed to invest upto US\$100 million for creation of MRO facilities for Boeing aircraft in India. M/s. Boeing has planned to initially set up two large Hangers at Nagpur and later to add Hangers to cater to the growing market in the country.

Government is not aware of any plans of M/s Embraer for setting up MRO facilities for aircraft in the country.

[Translation]

Prices of Ethanol

1645. SHRI SUBHASH SURSHCHANDRA DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to State:

(a) whether the negotiations with regard to prices are going on between the oil marketing companies of public sector and sugar mills to obtain Ethanol;

(b) if so, the details thereof;

(c) the names of the mills which have been given the contract for the supply of Ethanol in the country, particularly in Maharashtra; and

(d) the quantity of Ethanol estimated to be supplied by these mills?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir.

Negotiations with regard to purchase price of ethanol are going on between the Oil Marketing Companies and Sugar Mills in respect of the States of Chattisgarh, Madhya Pradesh, Orissa, and part of Andhra Pradesh for which tenders have not been finalised so far. The offer of the bidders is above the industry's benchmark price for the States of Orissa, Madhya Pradesh and Chattisgarh. For the State of West Bengal, tender has not been finalised for want of issue of requisite notification by the State Government for levy of applicable taxes on ethanol meant for blending with petrol. However, tenders have since been finalised for other States viz., Delhi, Haryana, Punjab, Himachal Pradesh, Rajasthan, Uttar Pradesh, Uttarakhand, Bihar, Jharkhand, Goa, Gujarat, Maharashtra, Andhra Pradesh (partly), Kamataka, Kerala and Tamil Nadu.

(c) and (d) The names of firms who have been awarded the contracts for the supply of ethanol in the State of Maharashtra and quantity estimated to be supplied by them are given in the Statement enclosed.

Statement

Name of the firms in Maharashtra and quantity of ethanol estimated to be supplied by them—

Sl. No.	Name of the Party
1	2
1.	M/s XL Telecom & Energy Ltd, Mumbai, Maharashtra
2.	M/s Patil Alco & Allied Industries Ltd, Kolhapur, Maharashtra
3.	M/s Taty Saheb Kore, Kolhapur, Maharashtra

1	2
4.	M/s Rajlaxmi Petrochem Ltd. Latur, Maharashtra
5.	M/s Laxmi Nirmal Industries, Nagpur, Maharashtra
6.	M/s Shashi Bio Fuel Ltd. Nagpur, Maharashtra
7.	M/s Gangamai Industries & Construction Ltd. Aurangabad, Maharashtra
8.	M/s Laxmi Organics Industries Ltd. Mumbai, Maharashtra
9.	M/s Shri Dyaneewar SSK Ltd. Ahmednagar, Maharashtra
10.	M/s Vaibhav Liquors Ltd. Akola, Maharashtra
11.	M/s Shriram Ethanol Product Pvt. Ltd., Nandurbar, Maharashtra
12.	M/s Heera Chemicals Industries, Nandurbar, Maharashtra
13.	M/s S.M. Chemicals, Mumbai, Maharashtra
14.	M/s Vilay Chemical Pvt. Ltd. Pune, Maharashtra
15.	M/s Pioneer Industries, Nanded, Maharashtra
16.	M/s Minerva Power Corporation, Solapur, Maharashtra
17.	M/s Pioneer Distelleries, Maharashtra

The above seventeen firms have been awarded contracts for a period of 3 years by Oil Manufacturing Companies for supply of 237289 Kilo Litres of ethanol.

Lack of Basic Facilities on Railway Stations

1646. SHRI MANSUKHBHAI D. VASAVA:
SHRI TUKARAM GANPAT RAO RENGE
PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether certain railway stations still lack in basic facilities/amenities for passengers;

(b) if so, the zone-wise details thereof alongwith the reasons therefor; and

(c) the steps taken/proposed to taken by the Railways to provide basic facilities at all railway stations?

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

Steel Plants

1647. SHRI PRABHUNATH SINGH:
SHRI RAMDAS ATHAWALE:

Will the Minister of STEEL be pleased to state:

(a) the number of small, medium and major steel plants in the country;

(b) the details of their production capacity;

(c) the target fixed for steel production during the current year;

(d) the number of licenses issued for setting up of steel plants during the last three years alongwith the number of applications lying pending till date; and

(e) the time by which the pending applications are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) The number of steel plants in public and private sector producing crude steel and the production capacity of these plants in the country during 2006-07 (provisional) is given in the enclosed statement.

(c) The target fixed for saleable steel production by steel plants in the Public Sector during 2007-08 is given in the enclosed statement-II.

(d) and (e) According to the New Industrial Policy announced in July 1991, steel industry has been de-licensed and removed from the list of industries reserved for the public sector subject to certain locational restrictions. No industrial licence is therefore required for setting up steel plants under the Industrial (Development & Regulation) Act, 1951 and the entrepreneurs are free to set up such plants anywhere in the country based on their commercial judgements, except in the restricted locations. However, as per available information the number of industrial licenses issued for setting up of iron and steel plants in the restricted locations during January 2004 to December 2006 is 20. Applications for setting up steel plants in restricted locations are received in the Department of Industrial Policy & Promotion and are disposed of in a time bound manner by the Licensing Committee in the Department of Industrial Policy & Promotion.

Statement I

Number of steel plants in public and private sector in the country producing crude steel during 2006-07

(000 tonnes)

	Producer/Category	Number of steel plants Product
Public Sector		
SAIL Plants	7	12839
Rashtriya Ispat Nigam Ltd.	1	2910
Private Sector		
Tata Steel Ltd.	1	5000
Electric Arc Furnace	36	13479
Corex	1	2500
Others- BOF, MBF and EOF	2	615
Induction Furnace	831	19500

BOF-Basic Oxygen Furnace; MBF-Mini Blast Furnace; EOF-Energy Optimising Furnace.

Statement II*Target fixed by Steel Plants for saleable steel production during 2007-08*

Million Tonnes (MT)

Name of Plant	Target of saleable steel production during 2007-08
Steel Authority of India Limited (SAIL)	
Integrated Steel Plants	
Bhilai Steel Plant (BSP)	4.25
Durgapur Steel Plant (DSP)	1.72
Rourkela Steel Plant (RSP)	1.80
Bokaro Steel Plant (BSP)	3.90
IISCO Steel Plant (ISP)	0.40
Alloy Steel Plant (ASP)	0.16
Salem Steel Plant (SSP)	0.18
Visveswarya Iron & Steel Plant (VISL)	0.12
Rashtriya Ispat Nigam Limited (RINL)	3.21

*[English]***Setting up of Aviation Training Centres/Institutes**

1648. SHRIMATI JAYA PRADA:
SHRI JUAL ORAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the Aviation Training Centres/Institutes in the country and the norms required to be followed by them;

(b) whether some of these institutes do not meet the required standards;

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

(d) whether any more aviation training centres/institutes are being set up throughout the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 42 flying training institutes in the country of which 26 are operational which provide training for various licences like Private Pilot Licence, Commercial Pilot Licence etc. 14 of these operational institutes are run by various State Governments, while the Indira Gandhi Rashtriya Uran Akademi (IGRUA) is an autonomous society under the Central Government. The remaining 11 institutes are run by private entrepreneurs. All the institutes have to conform to the requirements laid down by DGCA in the form of Civil Aviation Requirement, Section 7, Series 'D', Part I.

(b) and (c) 16 flying training institutes were found to be not conforming to the guidelines laid down by DGCA. Their licences have therefore not been renewed. These institutes have been advised by DGCA to take corrective measures for their revival.

(d) and (e) DGCA has received 37 proposals for setting up flying training institutes in various parts of the country, these include 5 each from Maharashtra and Tamil Nadu, 4 from Rajasthan, 3 each from Bihar, Punjab,

Andhra Pradesh, Haryana and Gujarat, 2 each from Karnataka and Chhattisgarh and 1 each from Uttaranchal, West Bengal, Madhya Pradesh and Orissa. These proposals are being processed.

Over Bridge Near Tangi-Kapilash Road

1649. SHRI B. MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have received any proposal to construct a road overbridge near Tangi-Kapilash Road under East Coast Railways, Khurda Road Division;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. A proposal has been received from Industrial Infrastructure Development Corporation (IDCO), Government of Orissa Enterprise.

(b) Proposal for construction of Road Over Bridge (ROB) is at Km. 387.699 between Railway stations Bayree and Kapilas Road on Khurda Road Division. Road shall connect NH-5 to proposed Auto Complex at Mania. Work will be executed on deposit terms at the cost of M/s IDCO.

(c) Proposal has been found feasible. Action shall be taken after the centage charges (Planning & Estimate charges) are deposited by M/s IDCO with the Railways.

[Translation]

Vacant Posts in SAIL

1650. SHRI TUFANI SAROJ: Will the Minister of STEEL be pleased to state:

(a) whether all the posts reserved for the Scheduled Castes/Scheduled Tribes and other backward classes have been filled up in the Steel Authority of India Limited (SAIL);

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

(c) if not, the reasons for not filling up the reserved posts;

(d) the number of reserved posts still lying vacant; and

(e) the time by which these posts are likely to be filled up?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) No Sir.

(b) to (d) Steel Authority of India Limited (SAIL) follows Presidential Directives regarding reservation for SC/ST/OBC in all direct recruitments. Certain posts remain vacant against the SC/ST category due to non-availability of eligible reserved category candidates against some posts like Junior Manager (F&A), Overman, Mining Sardar etc. requiring specialized/statutory qualification, despite undertaking Special Recruitment Drives. The positions remaining vacant as on date, group-wise, are as under:

Groups	SC	ST	OBC
'A'	09	15	25
'B'	Nil	Nil	Nil
'C'	18	29	07
Total	27	44	32

(e) Efforts have already been initiated to fill up all vacant posts at the earliest through all possible means like Special Recruitment Drives, providing relaxation wherever possible and re-advertising the posts.

[English]

Kannada as a Classical Language

1651. SHRI D.V. SADANAND GOWDA: Will the Minister of CULTURE be pleased to state:

(a) whether the proposal of declaring Kannada language as classical language is pending with Government since long time;

(b) if so, the criteria adopted for declaring a language as classical language;

(c) the details of the benefits it will get, if a language is included as classical language; and

(d) the time by which it is likely to be declared?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The proposal has been referred to the Committee of Linguistic Experts of the Sahitya Akademi.

(b) The criteria are as under-

- (i) High antiquity of its early texts/recorded history over a period of 1500-2000 years,
- (ii) A body of ancient literature/texts, which is considered a valuable heritage by generations of speakers.
- (iii) The literary tradition be original and not borrowed from another speech community,
- (iv) The classical language and literature being distinct from modern, there may also be a discontinuity between the classical language and its later forms or its offshoots.

(c) The benefits are as under:-

- (i) Two major International awards for Scholars of eminence in Classical Indian language be awarded annually.
- (ii) A 'Centre of Excellence for Studies in Classical Languages' be set up.
- (iii) To start with at least in the Central Universities, the University Grants Commission would be requested to create a certain number of Professor Chairs for Classical Languages for scholars of eminence in Classical Indian Languages.

(d) The future course of action would depend on the completion of the scrutiny of proposals by the Committee of Linguistic Experts.

[Translation]

Appointment of CMD of ONGC

1652. SHRI SANTOSH GANGWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the period since when the regular appointment of Chairman of Oil and Natural Gas Corporation (ONGC) has been pending;

(b) whether the functioning of ONGC is suffering as a result thereof; and

(c) if so, by when the regular appointment of ONGC Chairman is likely to take place?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Shri R.S. Sharma took over as the CMD of ONGC on 4.7.2007. Prior to this regular appointment, Shri Sharma was holding the additional charge of CMD, ONGC with effect from 25.5.2006 in addition to the charge of Director (Finance), ONGC.

[English]

Majuli Island

1653. SHRI ANWAR HUSSAIN: Will the Minister of TOURISM be pleased to state:

(a) whether any proposal received by the Union Government from the State Government of Assam to promote the Majuli Island to attract foreign tourists in Assam; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The Ministry of Tourism, Government of India has sanctioned an amount of Rs.382.25 lakh on 28.3.2003 for the Development of Majuli Island as a Heritage and Eco-Tourism Destination.

Operating Airlines in Non-Profitable Sectors

1654. SHRI J.M. AARON RASHID: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether most of the private domestic airlines are operating only on important and profitable sectors;

(b) whether aviation growth has not been channelised to Tier II and III cities by private operators;

(c) if so, the reasons therefor; and

(d) the steps taken/proposed to be taken to ensure that Tier II and III cities are also covered by private operators?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Government has laid down Route Dispersal Guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country. Subject to

these guidelines, airlines are free to provide air services to any place depending upon the traffic demand and commercial viability. As per these guidelines, all operators are required to deploy in Category II at least 10% of the capacity deployed by them on routes in Category I and of the capacity thus required to be deployed on Category II routes, at least 10% would be deployed on services or segments thereof operated exclusively within the North-Eastern region, Jammu & Kashmir, Andaman & Nicobar and Lakshadweep. The operator is also required to deploy in Category III, at least 50% of the capacity deployed on routes in Category I.

All scheduled 'domestic airlines who operate on Category I routes viz. Indian Airlines, Jet Airways, Jet Lite, Air Deccan, Kingfisher, Spicejet, Go Air and IndiGo operate on Category II and IIA routes to meet the requirements of route dispersal guidelines.

Government has also finalized the policy of Regional Airlines which would also augment the connectivity of Tier II and III cities.

Revival Packages for PSUs

1655. SHRI MANJUNATH KUNNUR:
SHRI N.N. KRISHNADAS:
SHRI RAYAPATI SAMBASIVA RAO:
SHRI RAMDAS ATHAWALE:
SHRI S.K. KHARVENTHAN:
SHRI DALPAT SINGH PARSTE:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the details of profit making Central Public Sector Undertakings (PSUs) in the country as on date, State-wise;

(b) the reasons for incurring losses by these undertakings;

(c) whether the Government has any proposal to revive all the loss making undertakings;

(d) if so, the details thereof along with the financial packages sanctioned by the Government so far for each undertaking in the country;

(e) if not, the reasons therefor, and

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

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) A list showing State-wise details of Central Public Sector Enterprises (CPSEs) making profit for last 3 years as per Public Enterprises Survey 2005-06 is furnished in the enclosed statement.

(b) Reasons for losses/sickness are manifold and may vary from unit to unit. However, some common problems faced/being faced by sick and loss making CPSEs include old and obsolete plant and machinery, outdated technology, low capacity utilization, excess manpower, weak marketing strategies, stiff competition, reluctance of financial institutions to provide funds for revival/rehabilitation, heavy interest burden, high input cost, resource crunch, erosion of net worth due to continuous losses and inherent problems of sick taken over enterprises.

(c) As per policy contained in National Common Minimum Programme (NCMP) "Government is committed to a strong and effective public sector whose social objectives are met by its commercial functioning. While every effort will be made to modernize and restructure sick public sector companies and revive sick industry, chronically loss-making companies will either be sold-off, or closed, after all workers have got their legitimate dues and compensation." A Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to make recommendations inter-alia on the revivability and future of the sick/loss making CPSEs.

(d) to (f) Based on the recommendations of the BRPSE, Government have approved revival plan for 26 CPSEs and closure of one CPSE, namely, Bharat Ophthalmic Glass Ltd. till date. Amount of Cash and Non-cash assistance approved in revival plans for these 26 CPSEs is furnished in the enclosed statement-II. Imposed on disposal of land by the respective State Governments at the time of establishment of the PSEs.

Statement I

(Rs. in Lakhs)

Sl.No.	Name of The Company	2005-06	2004-05	2003-04
1	2	3	4	5
Andhra Pradesh				
1.	Bharat Dynamics Ltd.	7672	3066	5056
2.	Electronics Corpn, of India Ltd.	4227	3713	9768
3.	Mishra Dhatu Nigam Ltd.	1203	686	689
4.	National Mineral Development Corpn. Ltd.	182780	75544	43263
5.	Rashtriya Ispat Nigam Ltd.	125237	200809	154719
6.	Sponge Iron India Ltd.	318	393	1298
Assam				
7.	Bon Gaigaon Refinery & Petrochemicals Ltd.	17476	47829	30375
8.	Numaligarh Refinery Ltd.	44893	40915	21495
9.	Oil India Ltd.	168993	106168	94971
Karnataka				
10.	Antrix Corporation Ltd.	6127	3944	2365
11.	Bharat Earth Movers Ltd.	18693	17528	2417
12.	Bharat Electronics Ltd.	58301	44632	31610
13.	Hindustan Aeronautics Ltd.	77114	50107	40979
14.	HMT (International) Ltd.	60	1	4
15.	Karnataka Antibiotics & Pharmaceuticals Ltd.	343	327	287
16.	Kudremukh Iron Ore Co. Ltd.	35630	64984	30070
17.	Mangalore Refinery & Petrochemicals Ltd.	37161	87976	45941
18.	STCL Ltd.	598	358	250
19.	Vignyan Industries Ltd.	66	42	1
Kerala				
20.	Cochin Shipyard Ltd.	1823	1210	1778
21.	Hindustan Latex Ltd.	2064	1808	1881
22.	Hindustan Newsprint Ltd.	1568	422	502

1	2	3	4	5
Madhya Pradesh				
23.	Narmada Hydroelectric Development Corpn. Ltd.	10610	3395	1237
24.	Northern Coalfields Ltd.	130098	114877	100766
Maharashtra				
25.	Air India Ltd.	1494	9638	9233
26.	Bharat Petroleum Corpn. Ltd.	29165	96580	169457
27.	Cotton Corpn. of India Ltd.	1455	2704	1021
28.	Export Credit Guarantee Corpn. of India Ltd.	22176	7614	6856
29.	Hindustan Petroleum Corpn. Ltd.	40563	127733	190394
30.	Indian Oil Corporation Ltd.	491512	489138	700482
31.	Indian Rare Earths Ltd.	4241	2401	2257
32.	Maharashtra Elektrosnelt Ltd.	2097	5223	630
33.	Manganese Ore (India) Ltd.	11452	12690	2851
34.	Mazagon Dock Ltd.	6010	6914	792
35.	Millennium Telecom Ltd.	6	66	91
36.	Mumbai Railway Vikas Corporation Ltd.	1411	1060	419
37.	Rashtriya Chemicals and Fertilizers Ltd.	14796	14096	16779
38.	Shipping Corporation of India Ltd.	104220	141991	62699
39.	Western Coalfields Ltd.	99054	51016	46165
Meghalya				
40.	North Eastern Electric Power Corporation Ltd.	19855	19619	19758
Orissa				
41.	Mahanadi Coalfields Ltd.	125629	92718	93234
42.	National Aluminium Company Ltd.	156220	123484	73737
Rajasthan				
43.	FCI Aravali Gypsum & Minerals (India) Ltd.	900	605	261
44.	Rajasthan Drugs & Pharmaceuticals Ltd.	160	39	77
45.	Rajasthan Electronics and Instruments Ltd.	223	200	196
Tamilnadu				
46.	Chennai Petroleum Corporation Ltd.	48096	59697	40005

1	2	3	4	5
47.	Neyveli Lignite Corpn. Ltd.	70235	121500	114351
48.	Tamil Nadu Trade Promotion Organisation	174	348	465
Uttar Pradesh				
49.	Artificial Limbs Mfg. Corpn, of India	487	341	809
50.	Bharat Immunologicals & Biologicals Corp. Ltd.	88	133	6678
51.	Broadcast Engg. Consultants India Ltd.	139	130	109
52.	National Handloom Development Corporation Ltd.	50	78	145
53.	Scooters India Ltd.	156	139	316
West Bengal				
54.	Balmer Lawrie & Co. Ltd.	4680	2983	1858
55.	Balmer Lawrie Investments Ltd.	556	343	286
56.	Bharat Bhari Udyog Nigam Ltd.	6	6	6
57.	Bridge & Roof Co. (India) Ltd.	139	94	119
58.	Coal India Ltd.	171166	132492	133298
59.	Garden Reach Shipbuilders & Engineers Ltd.	6532	2753	2931
60.	Hooghly Printing Company Ltd.	24	99	73
61.	I.B.P. Co. Ltd.	1244	5887	21466
62.	M S T C Ltd.	5468	3830	1874
Delhi				
63.	Airports Authority of India Ltd.	71762	32538	31496
64.	Bharat Heavy Electricals Ltd.	167916	95340	65815
65.	Bharat Sanchar Nigam Ltd.	893969	1018329	597652
66.	Central Warehousing Corpn.	7062	4130	2243
67.	Certification Engineers International Ltd.	629	671	247
68.	Container Corporation of India Ltd.	52580	42860	36759
69.	Dredging Corpn. of India Ltd.	17646	11329	16940
70.	Educational Consultants (India) Ltd.	248	69	196
71.	Engineers India Ltd.	13864	11264	8018

1	2	3	4	5
72.	Gail (India) Ltd.	231007	195391	186934
73.	Handicrafts & Handloom Exports Corp. of India Lt.	64	130	152
74.	Hindustan Paper Corporation Ltd.	5872	3416	4095
75.	Housing & Urban Dev. Corpn. Ltd.	26024	39677	33244
76.	HSCC (India) Ltd.	962	418	1028
77.	India Tourism Dev. Corpn. Ltd.	5186	1669	119
78.	India Trade Promotion Organisation	6519	5522	4003
79.	Indian Railway Catering and Tourism Corpn. Ltd.	1978	521	412
80.	Indian Railway Finance Corporation Ltd.	33388	40477	37885
81.	Indian Renewable Energy Devt. Agency Ltd.	3065	3041	2334
82.	Ircon International Ltd.	8067	8883	6161
83.	M M T C Ltd.	10829	10718	5062
84.	Mahanagar Telephone Nigam Ltd.	58029	93898	115047
85.	National Backward Classes Finance & Development	1531	1208	1891
86.	National Bldg. Constn. Corpn. Ltd.	2803	1546	1497
87.	National Fertilizers Ltd.	11640	16091	8504
88.	National Handicapped Finance & Devt. Corpn.	201	173	433
89.	National Hydroelectric Power Corpn. Ltd.	74275	68458	62138
90.	National Minorities Devp. & Finance Corpn;	1122	945	938
91.	National Research Devp. Corpn	13	7	12
92.	National Safai Karamcharis' Finance & Devpt. Cor	236	411	435
93.	National Scheduled Castes Finance & Devp. Corpn.	771	1015	1145
94.	National Scheduled Tribes Finance & Devp. Corpn.	883	816	1011
95.	National Seeds Corpn. Ltd.	433	137	230
96.	NTPC Ltd.	582020	580701	526077
97.	NTPC Vidyut Vyapar Nigam Ltd.	333	574	213
98.	Nuclear Power Corpn. of India Ltd.	171297	170459	260416
99.	Oil & Natural Gas Corporation Ltd.	1443078	1298305	866443
100.	ONGC Videsh Ltd.	64945	40298	13906
101.	P E C Ltd.	1325	1455	2437

1	2	3	4	5
102.	Pawan Hans Helicopters Ltd.	4739	4958	5268
103.	Power Finance Corporation	97095	98412	160699
104.	Power Grid Corporation of India Ltd	100893	78552	74820
105.	Rites Ltd.	9916	4120	4770
106.	Rural Electrification Corpn. Ltd.	63751	78136	60917
107.	State Trading Corpn. of India Ltd.	3895	2503	1973
108.	Steel Authority of India Ltd.	401297	681697	251208
109.	Telecommunications Consultants (India) Ltd.	3280	3293	7560
110.	Water & Power Consultancy Services (India) Ltd.	961	508	693
Goa				
111.	Goa Shipyard Ltd.	1672	992	3188
Arunachal Pradesh				
112.	Donyi Polo Ashok Hotel Ltd.	19	15	30
Jharkhand				
113.	Central Coalfields Ltd.	75837	27986	33586
114.	Engineering Projects India Ltd.	1239	719	2966
115.	Projects & Development India Ltd.	1064	1006	3260
116.	Uranium Corporation of India Ltd.	3161	2926	979
Uttaranchal				
117.	Indian Medicines & Pharmaceutical Corpn. Ltd.	71	52	20
Chhattisgarh				
118.	Ferro Scrap Nigam Ltd.	568	541	536
119.	South Eastern Coalfields Ltd.	92901	105877	92057

Statement II

Sl.No.	Name of the CPSE	Assistance (Rs. in Crores)		
		Cash#	Non-Cash@	Total
1	2	3	4	5
1.	Andrew Yule & Co. Ltd.	—	457.14	457.14
2.	BBJ Construction Co. Ltd.	—	54.61	54.61
3.	Bengal Chemicals & Pharmaceuticals Ltd.	207.19	233.41	440.60

1	2	3	4	5
4.	Bharat Pumps and Compressors Ltd.	3.37\$	153.15	156.52\$
5.	Braithwaite & Company Ltd.	4.00	280.21	284.21
6.	Bridge & Roof Co. (India) Ltd.	60.00	42.92	102.92
7.	British India Corporation Ltd.	47.35	—	47.35
8.	Cement Corporation of India Ltd.	184.29	1267.95	1452.24
9.	Central Electronics Ltd.	—	6.02	6.02
10.	Central Inland Water Transport Corporation Ltd.	73.60	280.00	353.60
11.	Eastern Coal Fields Ltd	—*	—*	—*
12.	Fertilizers & Chemicals (Travancore) Ltd.	—	670.37	670.37
13.	Heavy Engineering Corporation Ltd.	102.00	1116.30	1218.30
14.	Hindustan Antibiotics Ltd.	137.59	267.57	405.16
15.	Hindustan Copper Ltd.	—	612.94	612.94
16.	Hindustan Insecticides Ltd.	—	267.29	267.29
17.	Hindustan Organic Chemicals Ltd.	250.00	NA	250.00
18.	Hindustan Salts Ltd.	4.28	73.30	77.58
19.	HMT Bearings Ltd.	7.40	43.97	51.37
20.	HMT Machine Tools Ltd.	723.00	157.80	880.80
21.	MECON Ltd.	93.00	23.08	116.08**
22.	Mineral Exploration Corporation Ltd.	—	104.64	104.64
23.	NTC including its subsidiaries	39.23	—	39.23
24.	Praga Tools Ltd.	5.00	209.71	214.71
25.	Richardson & Cruddas Ltd.	—	—	—
26.	Tungabhadra Steel Products Ltd.	—	—	—
Total		1941.30*	6322.36*	8263.68*

* Cash Assistance may involve budgetary support through equity/loan/grants.

● Non-cash Assistance may involve waiver of interest, penal interest, GOI loan, Guarantee fee, conversion of loan into equity/debentures etc.

* The revival plan approved by the Government inter alia envisaged non-cash assistance of Rs. 2470.77 crores and waiver of service charges of Rs. 14 crores per annum from 2004-05 from Coal India Ltd.

\$ In addition ONGC and BHEL would extend cash support to the extent of Rs. 150 crores and Rs. 20 crores respectively.

** Excludes continuation of 50% interest subsidy (not exceeding Rs. 6.50 crores) per annum on VRS loans.

Dedicated Freight Corridor

1656. SHRI ANANDRAO VITHOBA ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI RAVI PRAKASH VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether paucity of resources could hamper implementation of mammoth projects like the dedicated freight corridor;

(b) if so, the details thereof;

(c) whether the Railways require huge funds through budgetary allocations to achieve its ambitious expansion programmes;

(d) if so, the steps taken by the Railways to mobilize the resources; and

(e) the success achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) The Dedicated Freight Corridor Project is proposed to be financed through a mix of internal generation, market borrowings, budgetary and non-budgetary resources including multilateral and bilateral funding. Funding by Japanese Government under Special Terms of Economic Partnership (STEP) Scheme is being negotiated. Since the Project is financially viable, resources should not be a constraint.

(c) Yes, Sir.

(d) and (e) Apart from budgetary support, resources are proposed to be mobilized through internal generation, extra budgetary resources including alternative financing mechanism like Public-Private Partnership. Railway Infrastructure projects like Surendranagar- Pipavav Gauge Conversion, Hassan-Mangalore Gauge Conversion, Gandhidham-Palanpur Gauge Conversion and Connectivity to Mundra Port have been implemented through this route.

Review of Bilateral Air Service Agreement

1657. SHRI SURESH PRABHAKAR PRABHU:
SHRI ASADUDDIN OWAISI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to review bilateral air service agreement and do away with existing commercial contracts over the next two years;

(b) if so, the details thereof;

(c) whether after doing away with the existing system the fares are likely to come down, particularly in the gulf region;

(d) if so, the details thereof;

(e) whether GoM on aviation policy has proposed that commercial contracts be junked in phased manner by December, 2009;

(f) if so, the detailed plan chalked out by the Government in this regard; and

(g) the profit likely to go to Air India and other airlines after new system?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a), (b), (e) and (f) December, 2004, it was decided that all existing Government mandated commercial agreements would be reviewed and phased out over the next five years and all new operations by foreign carriers, both on new destinations as well as on existing routes would be free from the obligations of mandated commercial agreements. Subsequently, it has been decided that smaller airlines having 7 services or less to India may be exempted from mandated commercial agreement w.e.f. 1st January, 2008.

(c) and (d) While the air fares are determined by market forces, it would be reasonable to expect that the airlines would be in a position to lower the fares once the mandated commercial agreements cease to exist.

(g) The new system is expected to bring about a level playing field between the National carriers and the foreign carriers on the international operations.

Supply of Gas to IOC By RIL

1658. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil Corporation (IOC) proposes gas from Reliance Industries (RIL) for the captive consumption of its refineries;

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

(c) the details of requirement of IOC for distribution of gas for its city gas distribution projects in various cities; and

(d) the details of pricing of gas cleared and agreed by RIL for supply of gas from the KG Basin fields?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. Indian Oil Corporation (IOC) has been in discussion with Reliance Industries Limited (RIL) for procuring gas for internal consumption in its refineries. However, the term sheet for the same has not been executed.

(c) IOC has formed some Joint Ventures (JVs) for city gas distribution. However, requirement of natural gas has not been firmed up as yet.

(d) The Government has issued orders for constitution of an Empowered Group of Ministers to consider issues pertaining to pricing of natural gas produced in the country.

Group Tourism between India and Pakistan

1659. SHRI RAVI PRAKASH VERMA:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of TOURISM be pleased to state:

(a) whether there is any proposal to permit group tourism between India and Pakistan, increasing the number of religious shrines that pilgrims from either country can visit on the other side;

(b) if so, the details of scheme prepared therefor;

(c) whether any consensus has been reached between the two countries on the proposal; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) As per the existing provision, Pakistani nationals consisting a

group of not less than ten persons are entitled for fourteen days non-extendable group tourist visa. However, in the proposed revised draft visa agreement between India and Pakistan, which is yet to be finalized by Ministry of Home Affairs, there is a provision that Group Tourist Visa can be used by the tourists as well as pilgrims of the two countries.

FDI in Cargo Operation

1660. SHRI BALASHOWRY VALLABHANENI:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Foreign Direct Investment (FDI) upto 74 per cent is proposed to be allowed in cargo operation, non-scheduled airlines, helicopter and seaplane operations; and

(b) if so, the details of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The matter is under consideration of the Government.

[Translation]

Construction of Buddhist Paripath

1661. SHRI PANKAJ CHOWDHARY: Will the Minister of TOURISM be pleased to state:

(a) whether an amount of Rs.32 crores was sanctioned in August, 2003 by the Government construction of 100 KM road to build Buddhist Paripath in district Maharaj stretching from Lotan to Inderpur via Sampatia, Chanki Ghat, Jhanthanpur, Sinduriya, Shikarpur and Dhandali;

(b) if so, the time and the money released alongwith the name of the department which received the amount;

(c) the amount spent so far under the project and the stretch of the said circuit road where it has been spent; and

(d) the time by which the project is likely to be completed alongwith the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Ministry of Tourism has not sanctioned any amount in August, 2003 for the construction of this road.

(b) to (d) Does not arise.

[English]

Reservation Quota for Muslim Community

1662. SHRI DALPAT SINGH PARSTE:
SHRI L. RAJAGOPAL:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether some States, particularly Andhra Pradesh have provided reservations to Muslims and Christians in their States;

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

(c) whether the Union Government proposes to implement the same at Central level;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) and (b) Some States have included backward classes among Muslims in the other backward classes list of that State. State-wise details given in Chapter 10 of the Report of the Sachar Committee are available on the website www.minorityaffairs.gov.in. The Andhra Pradesh Reservation in favour of Socially and Educationally Backward Classes among Muslims Act, 2007, provides for 4% reservation for socially and educationally backward classes of Muslims in educational institutions and public employment for their upliftment. Separately, Andhra Pradesh provides for one per cent reservation, under the backward classes category, for Scheduled Castes converted to Christianity and their progeny.

(c) to (e) Certain categories of Muslims and Christians are included in the Central Government list of other backward classes (OBCs).

Production of Iron Ore

1663. SHRI CHENGARA SURENDRAN: Will the Minister of STEEL be pleased to state:

(a) the annual production of iron ore in the country and the extent to which it meets the domestic needs;

(b) whether any special package has been made for increasing the iron ore production;

(c) if so, the details thereof;

(d) whether the Union Government exports iron ore to the foreign countries; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) The details of production and domestic consumption of iron ore in the country during the last three years is as follows:

(Quantity in million tonnes)

Year	Production of iron ore	Domestic consumption of iron ore
2003-04	122.83	51.26
2004-05	142.71	53.82
2005-06	155.00	58.00 (Provisional)

(Source: Indian Bureau of Mines, Nagpur/Ministry of Mines)

From the above, it may be seen that iron ore production in India is sufficient to meet the domestic demand at present.

(b) and (c) No, Sir. Does not arise.

(d) and (e) No, Sir. Does not arise.

Gauge Conversion in Tamil Nadu

1664. SHRI K. SUBBARAYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has proposed gauge conversion in the southern districts of Tamil Nadu;

(b) if so, the details thereof; and

(c) the time by which the said work is likely to be started and completed?

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

(b) Gauge Conversion of Tenkasi-Tiruchendur, Virudhunagar-Manamadurai, Dindigul-Pollachi-Palghat/Coimbatore, Manamadurai-Karaikudi, Mayiladuturai-Tiruvarur-Karaikudi & Tiruturaipundi-Agastiyampalli and Tiruvarur-Nagore meter gauge lines has been taken up.

(c) Out of the above, gauge conversion of Tiruvarur-Nagore, Tirunelveli-Tiruchendur and Karaikudi-Manamadurai sections are targeted for completion during 2007-08. Balance works will be completed in the coming years as per availability of resources.

Lavish Illumination in Secunderabad

1665. SHRIMATI JHANSI LAKSHMI BOTCHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any complaint in respect of lavish illumination in Secunderabad/Hyderabad air funnel;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. There have been complaints from some pilots about illuminous lights.

(c) Airport Authority of India (AAI) has, inter-alia, taken following action in the matter.

(i) Site visited and the owners of function halls have been advised to reduce the lights and not to put the lights upwards so that illumination does not discomfirt the pilots of landing flights.

(ii) Pilots of landing flights are advised/cautioned whenever such complaints are received.

[Translation]

Crimes in Trains

1666. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether incidents of crimes during train journeys are on the rise;

(b) if so, whether the security personnel are also found involved in such crimes alongwith the criminal elements;

(c) if so, the action being taken by the Railways against the security personnel found guilty;

(d) whether the Hon'ble Allahabad High Court has also issued any guidelines in this regard;

(e) if so, the details thereof; and

(f) the reaction of the Railways thereto?

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

(b) No, Sir. No security personnel is reportedly found involved in crimes along with the criminal elements.

(c) Does not arise.

(d) to (f) Yes, Sir. Hon'ble High Court, Allahabad, Lucknow Bench has issued guidelines dated 23.5.2007 to ensure safety and security of travelling passengers jointly with State Government of Uttar Pradesh. In compliance, a coordination meeting with Special Secretary, Home, Uttar Pradesh, Inspector General of Police(Railways), Allahabad and Railway Board officials was held on 17.7.2007 in which the guidelines of the Hon'ble High Court was discussed and necessary directives have been issued. Hon'ble High Court has also been informed about the decision taken in the meeting.

[English]

Benefit of Reservation to Denotified Tribes (VJNT)

1667. SHRI HARIBHAU RATHOD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government is aware that Denotified Tribes (VJNTs) were getting the benefits of reservations in recruitment and promotion in service in the State of Maharashtra which has been discontinued due to an order of Hon'ble Supreme Court; and

(b) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) No, Sir. However, Government of Maharashtra has informed that Hon'ble High Court of Bombay in Writ Petition No. 8452/2004, has given orders dated 09.03.2007 that seats of promotion in respect of Denotified Tribes, Nomadic Tribes and 'Special Backward Classes' shall be kept vacant pending the hearing and final disposal of the said Writ Petition. The said Order of the Hon'ble High Court has been challenged in the Hon'ble Supreme Court and the matter is till sub judice.

Promotion of Hotel Industry

1668. SHRI DUSHYANT SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether emphasis is being given to promote hotel industry in the National Capital Region (NCR);

(b) whether such promotional measures are also needed in the adjoining States of NCR in view of the need of the greater emphasis on hospitality industry as there is a scope for such sector to provide adequate employment opportunity; and

(c) if so, the steps taken thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) and (c) Yes, Sir. Although the construction of hotels is an activity primarily undertaken by the private sector, the Ministry of Tourism has been in regular touch with all State Governments for identifying additional hotel sites, allocating land on joint venture/revenue sharing basis, creating land banks, adopting single window clearance, increasing FAR/FSI in respect of existing hotels and providing incentives and benefits to augment the accommodation sector in the country.

Indiscipline by Railway Official

1669. SHRI MAHESH KANODIA:
SHRI BHUPENDRASINH SOLANKI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board issued any directions/policies for the officers to behave in a mannered way in public places;

(b) if so, the details thereof;

(c) if so, the action proposed against the uniformed personnel of RPF/RPSF Senior Officers for misbehaviour with public while moving in trains; and

(d) the number of senior officers of RPSF/RPF prosecuted for misbehaving with public during the last three years?

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

(b) The following provisions in Railway Services (Conduct) Rules, 1966 require every Railway servant including Railway Officers to behave in a mannered way in public places:

(i) Rule 3(A) stipulates that no Railway servant shall in the performance of his official duties, act in a discourteous manner.

(ii) Rule 22 requires that a Railway Servant shall not only refrain from consuming any intoxicated drink or drug in a public place but shall also not appear in a public place in a state of intoxication.

(iii) Rule 3(l)(iii) provides that every Railway Servant shall at all times do nothing which is unbecoming of a Railway Servant.

(c) In case, incidents of misbehaviour with public, while moving in trains, are reported and proved, disciplinary action as per the existing Rules is taken against the erring officers.

(d) No senior officer of Railway Protection Force / Railway Protection Special Force has been prosecuted for misbehaving with public during the last three years.

Electrification of Railway Line between Bangalore Jolar Pettai

1670. SHRI M. SHIVANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether electrification of one of the most important railway routes of Karnataka between Bangalore and Jolar Petted is almost complete; and

(b) if so, the details and the total cost of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. VELU): (a) and (b) The electrification of Bangalore-Jolarpettai rail route has already been completed in 1992 at a cost of Rs.55.27 crore.

MoU with Canadian Aviation Electronic

1671. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has signed a Memorandum of Understanding (MoU) with Canadian Aviation Electronic to establish the National Flying Training Institute (NFTI) in Maharashtra;

(b) if so, the details thereof;

(c) the amount allocated for the purpose; and

(d) the time by which the above institute is likely to start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Airports Authority of India (AAI) has signed a Memorandum of Understanding (MoU) with CAE Inc./ Canada on 19.06.2007. The MoU provides for collaboration between the two parties for the establishment of National Flying Training Institute (NFTI) at Gondia, Maharashtra for ab-initio training in fixed and rotary wing aircraft for Commercial Pilot Licence (CPL) and eventually the Multi-crew Pilot Licence (MPL).

(c) The total estimated cost of development of NFTI is Rs. 113.48 crore. The entire expenditure on this account would be met by the Joint Venture Company by way of equity and debt.

(d) The institute is targetted to be operational in the second half of 2008.

FDI in Oil Refining Sector

1672. SHRIMATI NIVEDITA MANE:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government proposes to raise the ceiling on Foreign Direct Investment (FDI) in the oil refining sector;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Foreign Direct Investment (FDI) Policy including policy for oil refining sector is reviewed on a continuous basis. No general decision to change the extant FDI policy for oil refining sector has been taken.

(b) and (c) In view of (a) above, do not arise.

Expenses on Merger of Air India and Indian Airlines

1673. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether merger of Air India and Indian Airlines had been planned much before re-naming of Indian Airlines as INDIAN;

(b) if so, the reasons for expenses incurred in re-naming the Indian Airlines, its logo, repainting the aircraft, printing of stationery and other miscellaneous expenses; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise

[Translation]

Jan Kerosene Yojna

1674. SHRI BRAJESH PATHAK:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is again reviewing the 'Jan Kerosene Yojna' started in year 2005;

(b) the total number of families benefitted from the said yojna;

(c) whether the Government has received information regarding the selling of adulterated kerosene under the said yojna; and

(d) if so, whether the sanction is being given to start smart card scheme by changing the said yojna?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) To streamline the PDS Kerosene distribution system and contain diversion of kerosene for adulteration and other unauthorised usages, Jan Kerosene Pariyojna (JKP) had been launched initially for a period of 6 months on a pilot basis in 414 blocks with effect from 2.10.2005. The Pilot scheme has now been extended upto 31.8.2007.

(b) Public Sector Oil Marketing Companies (OMCs) have reported that they don't have data about the number of families in the country who have benefitted from the JKP.

(c) No, Sir.

(d) With the objective of ensuring that the PDS-SKO reaches the targeted BPL consumers in an efficient and cost-effective manner and to prevent any leakages, this Ministry had proposed introduction of Smart Card System on pilot basis in Nainital (Uttaranchal), Nalanda (Bihar) and Latur (Maharashtra). In view of unfavourable response from the State Governments the pilot Smart Card Scheme for distribution of PDS-SKO to BPL families has not been implemented.

[English]

Use of Radars

1675. SHRI VIJOY KRISHNA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government proposes to use radars for renovating archaeological sites in the country;

(b) if so, the details thereof;

(c) whether this technology was used earlier at any other heritage sites in the country;

(d) if so, how far it has proved successful in deciphering data and structure under the soil;

(e) whether such a technology is also proposed to be used in Orissa, Bihar and Jharkhand which is the heritage center of the country to decipher the data and structure under the soil; and

(f) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) There is no proposal at present to use Radar technology for renovation purpose as this technology has little usage for renovation purposes.

(c) and (d) Archaeological Survey of India (ASI) used Ground Penetrating Radar (GPR) technology at Ayodhya (U.P.), Dholavira, Juniper Kuran (both in Gujarat), Sun Temple, Konarak (Orissa) and Red Fort, Delhi. The matter of Ayodhya is *sub judice* and at the remaining four sites only a preliminary survey was conducted.

(e) and (f) There is no proposal at present to use the technology in the monuments of Orissa, Bihar and Jharkhand.

Frequency of Samata Express

1676. SHRI JUAL ORAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to increase the frequency of Samata Express from three days in a week to all the seven days of the week;

(b) if so, the steps being taken in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. At present, there is no such proposal.

(b) Does not arise.

(c) Due to operational and resource constraints.

Revival of Instrumentation Limited

1677. SHRI N.N. KRISHNADAS: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be

pleased to refer to reply to USQ No.4126 dated May 3, 2007 regarding 'Revival of Instrumentation Limited' and state:

(a) whether the Government has considered the proposal for revival of Instrumentation Limited;

(b) if so, the details thereof; and

(c) if not, the time by which the said proposal is likely to be considered?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) to (c) A proposal for revival of Instrumentation Limited has been recommended by the Board for Reconstruction for Public Sector Enterprises (BRPSE) envisaging inter-alia cash assistance and non-cash assistance in form of waivers and conversion of loan into equity. Government is examining these recommendations including other options of revival/restructuring.

Diversion of Trains through new Guntur Station

1678. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a long-pending demand of the people of Guntur, in particular, and Andhra Pradesh, in general for the diversion of all the important Express, Mails and Super fast trains through new Guntur Station; and

(b) if so, the reaction of the Railways thereto?

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

(b) Four pairs of Express trains viz. 6031/6032 Chennai-Jammu Tawi Andaman Express, 6093/6094 Chennai-Lucknow Express, 6043/6044 Chennai-Kakinada Circars Express and 2805/2806 Visakhapatnam-Secunderabad Janmabhoomi Express are running via New Guntur. Diversion of the other trains via new Guntur has not been found feasible.

[Translation]

Refrigerated Goods Train in Maharashtra

1679. SHRI VASANTRAO MORE: Will the MINISTER OF RAILWAYS be pleased to state:

(a) whether the Government of Maharashtra has sent any representation to the Ministry of Railways to start a refrigerated goods train for transportation of fruits and other perishable items; and

(b) if so, the response of the Railways thereto?

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

(b) Does not arise.

Hazira Pipeline

1680. SHRI TUKRAM GANPAT RAO RENGE PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has suspended the work of laying of Hazira pipeline to Maharashtra;

(b) if so, the reasons thereof; and

(c) if not, the progress made and expenditure incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, sir.

(b) Does not arise.

(c) A 578 km. pipeline of 30" diameter from Dahej in Gujarat to Dabhol in Maharashtra, which passes through Hazira, has been commissioned on July 11, 2007. Transportation of gas through the pipeline has also commenced. As on August 1, 2007, total expenditure of Rs. 1325.04 crores has been incurred.

[English]

New Trains from Bagalkot

1681. SHRI P.C. GADDIGOUDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that there are no trains running between Bagalkot to Bangalore, Bagalkot to Solapur and Bagalkot to Hubli and even linking of K.K. Express running between Bangalore to New Delhi;

(b) if so, whether the Railways propose to run trains on said lines;

(c) if so, the details and time frame thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Bagalkot is connected with Bangalore by 6513/6514 Bagalkot-Yesvantpur Basava Express (tri-weekly) and with Solapur by 6513/6514 Bagalkot-Yesvantpur Basava Express (tri-weekly) and 341/342 Bagalkot-Solapur Passenger. Introduction of Bagalkot-Hubli trains can be examined after commissioning of Bagalkot-Gadag BG line. There is no proposal to run New Delhi-Bangalore Karnataka Express via Bagalkot at present.

Revival of Sick/Closed PSUs

1682. SHRI NAVJOT SINGH SIDHU: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to revive all the sick/closed units soon; and

(b) if so, the names of public enterprises and other details thereof?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) As per policy contained in National Common Minimum Programme (NCMP). "While every effort will be made to modernize and restructure sick public sector companies and revive sick industry, chronically loss-making companies will either be sold-off, or closed, after all workers have got their legitimate dues and compensation." A Board for Reconstruction of Public Sector Enterprises (BRPSE) has been constituted to make recommendations inter-alia, on the revivability and future of the sick/loss making CPSEs.

(b) Based on the recommendation of the BRPSE, Government have approved revival plan for 26 CPSEs and closure of one CPSE, namely, Bharat Ophthalmic Glass Ltd. till date. Amount of Cash and Non-cash assistance approved in revival plan for these 26 CPSEs is enclosed as statement.

Statement I

S.No.	Name of the CPSE	Assistance (Rs. in Crores)		
		Cash#	Non-Cash @	Total
1	2	3	4	5
1.	Andrew Yule & Co. Ltd.	—	457.14	457.14
2.	BBJ Construction Co. Ltd.	—	54.61	54.61
3.	Bengal Chemicals & Pharmaceutical Ltd.	207.19	233.41	440.60
4.	Bharat Pumps and Compressors Ltd.	3.37\$	153.15	156.52\$
5.	Braithwaite & Company Ltd.	4.00	280.21	284.21
6.	Bridge & Roof Co. (India) Ltd.	60.00	42.92	102.92
7.	British India Corporation Ltd.	47.35	—	47.35
8.	Cement Corporation of India Ltd.	184.29	1267.95	1452.24
9.	Central Electronics Ltd.	—	6.02	6.02
10.	Central Inland Water Transport Corporation Ltd.	73.60	280.00	353.60
11.	Eastern Coal Fields Ltd.	—*	—*	—*
12.	Fertilizers & Chemicals (Travancore) Ltd.	—	670.37	670.37

1	2	3	4	5
13.	Heavy Engineering Corporation Ltd.	102.00	1116.30	1218.30
14.	Hindustan Antibiotics Ltd.	137.59	267.57	405.16
15.	Hindustan Copper Ltd.	—	612.94	612.94
16.	Hindustan Insecticides Ltd.	—	267.29	267.29
17.	Hindustan Organic Chemicals Ltd.	250.00	NA	250.00
18.	Hindustan Salts Ltd.	4.28	73.30	77.58
19.	HMT Bearings Ltd.	7.40	43.97	51.37
20.	HMT Machine Tools Ltd.	723.00	157.80	880.80
21.	MECON Ltd.	93.00	23.08	116.08**
22.	Mineral Exploration Corporation Ltd.	—	104.64	104.64
23.	NTC including its subsidiaries	39.23	—	39.23
24.	Praga Tools Ltd.	5.00	209.71	214.71
25.	Richardson & Cruddas Ltd.	—	—	—
26.	Tungabhadra Steel Products Ltd.	—	—	—
Total		1941.30*	6322.38*	8263.68*

Cash Assistance may involve budgetary support through equity/loan/grants.

© Non-cash Assistance may involve waiver of interest, penal interest, GOI loan, Guarantee fee, conversion of loan into equity/debentures etc.

* The revival plan approved by the Government inter alia envisaged non-cash assistance of Rs. 2470.77 crores and waiver of service charges of Rs. 14 crores per annum from 2004-05 from Coal India Ltd.

\$ In addition ONGC and BHEL would extend cash support to the extent of Rs.150 crores and Rs. 20 crores respectively.

** Excludes continuation of 50% interest subsidy (not exceeding Rs.6.50 crores) per annum on VRS loans.

Bangalore Airport

1683. SHRI IQBAL AHMED SARADGI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Bangalore International Airport is speeding towards completion and is stated to start its operations from 2nd April, 2008;

(b) if so, whether once it is ready, the A—380, the world's largest aircraft will be able to land there;

(c) if so, the details thereof; and

(d) the progress made so far at the said airport for management of world's largest aircraft?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) to (d) The airport is presently designed to handle B-747 type of aircrafts. However, provision to handle A-380 operations is provided for.

Inter-Linking of Central Libraries

1684. SHRI S.K. KHARVENTHAN: Will the MINISTER OF CULTURE be pleased to state:

(a) whether the Government has any proposal to inter connect and also to link all the Central Libraries in the country;

(b) if so, the details and the funds allocated for the same; and

(c) the time by which all the Central Libraries would be connected?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, sir. Government proposes to create an integrated bibliographic database of National Library, Kolkata, Central Secretariat Library, New Delhi and other major Libraries.

(b) Towards this end, electronic bibliographical database is being created at select libraries which will be subsequently linked. The project is anticipated to cost about 10 crores during the 11th Plan.

(c) The project is in its preliminary stage.

Functioning of Merged Airlines

1685. SHRI L. RAJAGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India and Indian Airlines which have been merged as one airline has started functioning;

(b) if so, the details and the market share of the merged airline;

(c) whether any route-rationalization is going to take place after the merger of these two airlines; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Consequent upon the decision to merge the two airlines, a new company, viz. National Aviation Company of India Limited (NACIL) has been incorporated on 30.3.2007. It is expected that the legal and procedural formalities for merger would be completed shortly, paving the way for the merged entity to commence airline operations. The complete merger would be effected in a phased manner over the next two years.

(c) and (d) Route Rationalization has been planned and is expected to be rolled out in phases starting the Winter 2007 schedule. Rationalization is planned by increasing non-stop flights and reducing multistaff flights as well as by limiting overlapping flights and redeploying to serve markets with greater frequencies. Domestically, some Indian flights have been realigned to offer better connections to the international flights.

Advance Passenger Information System

1686. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any Advance Passenger Information System to exchange passengers' details of Samjhauta Express and Thar Express introduced between India and Pakistan;

(b) if so, the details thereof; and

(c) the extent to which the system found useful in the security of these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The passenger list in respect of the passengers having reservation by Train No. 4001 Delhi-Attari Link Express and No. 4889 Bhagat ki Kothi-Munabao Thar Link Express is prepared. The passenger list includes name, sex, age, nationality, passport number, coach number, berth number, etc. of passenger. The list is delivered to the officials of Ministry of Home Affairs, Customs etc. to make use of as per their requirements.

[Translation]

Railway Projects in Rajasthan

1687. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the sanctioned, on going projects and proposals relating to gauge conversion, electrification, doubling and laying of new railway lines in several railway sections in Rajasthan;

(b) whether any assessment has been made by the Railways to examine the technical viability/expenditure involved, public importance and justification of the proposals containing the said demands of the Rajasthan Government; and

(c) if so, the complete division-wise details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The details of sanctioned, ongoing and proposals relating to gauge conversion,

doubling, new line and electrification in Rajasthan are given as under:

Sanctioned/Ongoing Projects

(Rs. in crore)

Sl. No.	Name of the Project	Plan Head	Length (in kms)	Cost	Exp. upto March' 07	Allocation in Budget 2007-08
1.	Ajmer-Chhitaugarh-Udaipur-Umra	Gauge Conversion	311	456.00	452.6	30
2.	Phulera-Jodhpur-Pipar	Gauge Conversion	41.14	42.00	9.9	20
3.	Rewari-Sadulpur-Hissar	Gauge Conversion	211	364.19	18.97	160
4.	Sriganganagar-Sarupsar	Gauge Conversion	116	168.80	4	30
5.	Sadulpur-Bikaner and Ratangarh-Degana	Gauge Conversion	394.35	474.79	0	50
6.	Bhildi-Samdari	Gauge Conversion	223	244.74	103	110
7.	Rewari-Ringus-Ajmer	Gauge Conversion	295	714.65	139	125
8.	Jaipur-Phulera	Doubling	54.75	94.81	2.12	60
9.	Jaipur-Dausa	Doubling	61.28	148.38	1.47	10
10.	Dausa-Bandikui	Doubling	29.06	81.00	0	5
11.	Ahwar-Harsauli	Doubling	4.86	90.79	0	5
12.	Dausa-Gangapurcity	New Line	97.67	208.83	28	5
13.	Ajmer-Pushkar	New Line	31.40	88.40	33	10
14.	Ramganj Mandi-Bhopal	New Line	262	726.05	67.38	30
15.	Bina-Kota	Railway Electrification	309	175.72	0.05	10

Surveys in Progress

Sl. No.	Name of the Survey	Plan Head	Kms
1	2	3	4
1.	Dholpur-Sirmutra	Gauge Conversion	144
2.	Gwalior-Shivpur Kalan GC & extension upto Kota New line	Gauge Conversion and New Line	200
3.	Mavli-Marwar	Gauge Conversion	265
4.	Himmatnagar-Khedbrahma with extension upto Abu Road	Gauge Conversion & New Line	120
5.	Anupgarh-Khajuwala-Ramgarh-Jaisalmer	New Line	485

1	2	3	4
6.	Anupgarh-Kolayat via Khajuwala	New Line	175
7.	Pushkar-Merta Road	New Line	40
8.	Jhunjhunu-Pilani	New Line	20
9.	Rail Link to Tonk-Devli	New Line	172
10.	Ajmer-Kota	New Line	210
11.	Ratlam-Banswara	New Line	176
12.	Ujjain-Jhalawar/Ramganj mandi	New Line	190
13.	Delhi-Ahmedabad	Doubling	934

(b) and (c) Details of each and every demand received is not maintained. However, some of the

demands received from State Government and their status are mentioned as under:

S.No.	Name of Project	Plan Head	Kms	Status
1	2	3	4	5
1.	Rewari-Bhiwadi	New Line	27	A survey for construction of a new rail line between Rewari and Bhiwadi was completed in 2003-04. State Government was requested to bear the cost of the project but there was no response. The proposed new rail line was not taken up due to its unremunerative nature and constraint of resources.
2.	Jaipur-Nathdwara	New Line	—	No survey has been taken up.
3.	Phalodi-Nagaur	New Line	163	Survey completed.
4.	Pushkar-Merta Road	New Line	40	Survey taken up.
5.	Bilara-Barar	New Line	139	Survey completed.
6.	Anupgarh-Khajuwala -Ramgarh-Jaisalmer	New Line	485	Survey taken up.
7.	Phalodi-Balotra	New Line	291	Survey completed, work not taken up due to large throwforward of ongoing projects, constraint of resources and unremunerative nature of line.
8.	Jaisalmer-Kandla via Barmer	New Line	144	Survey completed, work not taken up due to large throwforward of ongoing projects, constraint of resources and unremunerative nature of line.

1	2	3	4	5
9.	Ratlam-Dungarpur via Banswara	New Line	176	Survey completed, work not taken up. Updating survey for Ratlam-Banswara taken up.
10.	Udaipur-Ahmedabad	Gauge Conversion	342	Survey for gauge conversion between Udaipur-Ahmedabad has been completed. State Governments of Rajasthan and Gujarat have been requested to share atleast 50% cost of portion of the project falling in their states respectively. Proposal processed for necessary approval.
11.	Jaipur-Ringus-Sikar- Churu-Ganganagar	Gauge Conversion	319	Survey completed. Proposal processed for necessary approval.
12.	Bikaner-Churu- Ratangarh-Degana- Rewari	Gauge Conversion	364	Gauge conversion taken up.
13.	Jaipur- Rewari	Doubling	180	Doubling taken up in patches.
14.	Bina-Kota	Railway Electrification	309	The work is in progress and targeted for completion by March,2009.
15.	Jaipur-Sawai Madhopur	Railway Electrification	129	Not viable.
16.	Ratlam-Neemuch-Chittorgarh	Railway Electrification	180	Not viable.

The technical feasibility/viability and justification of the proposal is considered during the survey. The proposal are considered on Railway basis and not on Division-wise.

[English]

Losses in Export of Salt To Nepal

1688. SHRI BADIGA RAMAKRISHANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways incurred a loss of nearly Rs. 20 crores in the export of salt to Nepal;

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

(c) whether the salt exported was meant for human consumption or for industrial use;

(d) whether it is also a fact that the salt meant for export has been given a lower classification rather than a higher classification; and

(e) if so, the details thereof?

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

(b) Does not arise.

(c) Normally, the movement of salt for Nepal is for human consumption

(d) Salt is booked as per priority schedule issued vide General Order No. 81 and there is no separate classification of salt for human consumption meant for export.

(e) Does not arise.

Persons of Indian Origin

1689. SHRI NARAHARI MAHATO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to allow participation of persons of Indian origin (PIO) in domestic civil aviation sector through Foreign Direct Investment (FDI) route;

(b) if so, whether the PIO cardholders will be provided similar dispensation as are being given to Non-resident Indians (NRIs) in case of FDI investment in domestic civil aviation sector;

(c) if so, the details thereof; and

(d) if not, the steps taken/proposed to be taken to rectify the anomaly?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The matter is under consideration of the Government.

Smaller Institutes of Food Technology

1690. SHRI E.G. SUGAVANAM: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether there is a proposal to set up smaller institutes of Food Technology in various parts of the country particularly in Tamil Nadu;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH

KANT SAHAY): (a) to (c) Paddy Processing Research Centre (PPRC), Thanjavur, Tamil Nadu is a research and development institute under this Ministry. The Ministry proposes to upgrade this institute to a national level institute and widen its mandate to cover the other crops like millets, oil seeds, pulses etc. apart from paddy. There is no proposal to further set up smaller institutes in various parts of the country including Tamil Nadu.

Release of Funds under Post Matric Scholarship Schemes to Karnataka

1691. SHRI G. KARUNAKARA REDDY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the funds sought by the State Government of Karnataka for giving Post Matric Scholarships to the students of Scheduled Castes and Other backward Classes during the last three years;

(b) the fund sanctioned and released by the Union Government during the said period;

(c) whether the funds sanctioned and released under the schemes during the said period were as per the demands made by the Government of Karnataka; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Scheme of Post Matric Scholarship for SC students.

(Rupees in lakhs)

Year	Funds sought/expenditure incurred by the State Govt.	Due Central Share after deducting committed liability of State Govt.	Unspent(-) /arrears(+) of previous year	Central Assistance released during the year
2004-05	6068.22	3046.66	—1290.407	2699.58
2005-06	6195.00	3173.44	—943.33	2652.00
2006-07	15606.26 (including arrears of Rs. 5781.30 claimed by State Govt. pertaining to the year 2005-06)	12584.7	—421.89	5142.22.

Scheme of Post Matric Scholarship for OBC students :

(Rupees in lakhs)

Year	Demand from the State Govt.	Amount sanctioned by the Ministry	Amount released by this Ministry
2004-05	670.53	248.45	248.45
2005-06	3010.61	Nil	Nil
2006-07	3010.61	539.66	539.66

(c) and (d) No Sir. Funds under Post Matric Scholarship for SC students are released to States after deducting their committed liability and adjusting unspent balance/arrears for the previous years if any. In case of Post Matric Scholarship for OBC students funds are released keeping in view the demands of States and availability of budget under the scheme.

Guidelines on Gas Pricing

1692. SHRI KULDEEP BISHNOI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government plans to evolve transparent guidelines on gas pricing;

(b) if so, the details thereof; and

(c) the time by which the clear guidelines on gas pricing for New Exploration Licensing Policy are likely to be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) AND (b) The Production Sharing Contracts (PSCs) provide for pricing of gas on the basis of arms-length principles. The role of the Government is to approve the valuation of gas for the purpose of determining Government take. In order to have transparent and consistent guidelines for gas price discovery, the Government had constituted a committee under the Chairmanship of Joint Secretary and Financial Adviser, Ministry of Petroleum and Natural Gas. The Committee held extensive consultations with various stakeholders, including E&P operators, users of gas, industry bodies, etc. The Committee had submitted its report to the Government, which has since been accepted.

(c) Government has now constituted an Empowered Group of Ministers (EGoM) to consider issues related to gas pricing under the NELP regime.

[Translation]

Railway Network Connectivity to North-eastern States

1693. SHRI KIREN RIJU:
DR. LAXMINARAYAN PANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to formulate any plan to connect all north-eastern States with railway network;

(b) if so, the details thereof;

(c) the number of projects in this regard and the amount allocated for the same; and

(d) the time by which the work is likely to be started on these projects and by when these States are likely to be connected with the railway network?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Eight New Line projects are in progress in the Northeast Region for providing further connectivity to various states in the region. Apart from this, 6 other projects have been taken up pertaining to doublings and gauge conversion. An allocation of Rs. 565 crore has been provided for these projects during 2007-08. The additional funds are also likely to be available for National Projects. The projects are in various stages of progress and likely to be

completed in the coming years as per availability of resources. The projects on completion will provide connectivity to all the states except Sikkim for which a survey for new line from Sivok to Rangpo has been completed recently.

Appointment of Employees in Himachal Pradesh

1694. PROF. PREM KUMAR DHUMAL: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether agreements had been entered into by the Central Public Sector Enterprises (CPSE) with the state of Himachal Pradesh for filling up of certain percentage of their total posts from the candidates belonging to that states/locality;

(b) if so, the details of all such agreements, CPSE-wise;

(c) whether there has been any deviation in this regard by any CPSE;

(d) if so, the details and reasons therefor; and

(e) the concrete steps proposed to be taken by the Government to ensure compliance of the provisions of the agreement?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) to (e) Recruitment in respect of below Board level posts in Central Public Sector Enterprises (CPSEs) is made by the managements of respective CPSEs. As such, the information relating to agreements entered into by the CPSEs with the State Governments for filling up certain percentage of total posts from candidates belonging to a particular State is not maintained centrally.

In order to protect the interest of local unemployed people, guidelines were issued on 2nd November, 1998 that PSEs are required to notify all vacancies meant for recruitment to the posts carrying scales of pay, the maximum of which does not exceed Rs. 2500 per month pre-revised as indicated in Department of Public Enterprises' s O.M. dated 6th April, 1992 to the Employment Exchanges/Central Employment Exchanges in the manner and form prescribed in Rule 4 of the Employment Exchanges (Compulsory Notification of Vacancies) Rule, 1960 and make recruitment through

National Employment Service. In addition to notifying the vacancies for the relevant categories to the Employment Exchange, the requisitioning authority/establishment may, keeping in view administrative/budgetary conveniences, arrange for the publication of the recruitment notice for such categories in the "Employment News" published by the Publications Division of the Ministry of Information & Broadcasting, Govt. of India and then consider the cases of all the candidates who have applied. In addition to above, such recruitment notices should be displayed on the office notice boards also for wider publicity.

Shortage of Rail Wheels

1695. SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are facing shortage of rail wheels;

(b) if so, the details thereof;

(c) the amount of money spent on the import of wheels every year in order to meet the demand;

(d) whether the Railways propose to set up new units to enhance the production of rail wheels; and

(e) if so, the details thereof?

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

(b) and (c) The total annual requirement of wheels of Indian Railways is approximately 2,40,000 nos. The manufacturing capacity of the two indigenous sources i.e. Rail Wheel Factory, Bangalore and Steel Authority of India (Durgapur Steel Plant) put together is about 2,00,000 wheels. Wheels for high horse power locomotives and high speed coaches etc. for which requirements are small are also imported since economies of scale do not permit indigenous production. However, indigenous development of these wheels has been taken up and such production will be concurrent with the growth in volumes. The reasons for import of wheels are therefore shortage of capacity and requirement of special type of wheels. A statement showing the details of import of wheels during the year 2006-07 is enclosed.

(d) and (e) A new wheel manufacturing factory in Chhapra, Bihar, has also been sanctioned and the project is planned to be completed by January 2010. This shall

supplement the production capacity available in the country from Rail Wheel Factory, Bangalore and Durgapur Steel Plant. Indigenous development of special type of wheels has also been taken up and such production will be concurrent with the growth in volumes.

Statement

Type of Wheels	Quantity (2006-07)	Value (In Crore Rupees)
EMU Wheels	6500	18.90
Miscellaneous Wheels	1839	8.97
FIAT IR Bogie Wheels	2288	5.67
BOX 'N' Wheels	6500	23.80
Wheels for Metro	460	1.85
Total	17,587	59.19

[English]

**Revamp in Security Arrangements Around Railway
Premises in Collaboration with IITs**

1696. SHRI K. C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have geared up to revamp security on the railway premises in the country ;

(b) if so, the details thereof;

(c) whether the experts from various Indian Institutes of Technology (IITs) have carried out auditing of security measures in and around in some of the major railway stations in the country;

(d) if so, the details thereof; and

(e) the further progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Modern Security gadgets are procured on priority. Installation of Close Circuit Tele-Visions at important Railway Stations is under process. Effective security cover is provided by proper access control, deployment of Railway Protection Force & Government Railway Police personnel in

Passenger movement areas, escorting of important trains by Railway Protection Force/Government Railway Police etc.

(c) to (e) Indian Institute of Technology (IIT), Delhi has been assigned the task of carrying out a security audit of Delhi Main Junction Railway Station with a view to prepare a composite security plan. The above mentioned project is a sort of pilot project. For the first time such a project has been assigned to the Indian Institute of Technology (IIT), Delhi by the Indian Railways. The terms and conditions specified by the Indian Institute of Technology for taking up this project have been accepted by the Railways and a Liaison Officer has been nominated from the Railways for day-to-day co-ordination. Further action will be taken by the Railways on receipt of the report.

Supply of Gas to Power and Fertilizer Industry

1697. SHRI K.S. RAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the amount of gas required for power and fertilizer industry and its pricing structure along with subsidies involved;

(b) the steps taken to ensure supply of gas from different sources to fertilizer units on priority basis for sustainable growth and to meet increasing needs of fertilizers in the agriculture sector;

(c) whether the Government proposes to work out terms and conditions of supply of Reliance gas for power and fertilizer plants and evolve a rate structure with minimum or no subsidization in rates of gas supplies; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The requirement of natural gas for power and fertilizers sector for the year 2007-08 has been estimated as 79.7 Million Standard Cubic Metre per Day (MMSCMD) and 41.02 MMSCMD in the Report of Working Group on Petroleum & Natural Gas for the XI Plan.

The basic price of gas supplied to consumers of these sectors in the North-East under the Administrative Price Mechanism (APM) is Rs. 1920 per Metric Standard

Cubic Metre (MSCM). The basic price for consumers of these sectors in the rest of the country under the APM is Rs. 3200/MSCM. The mentioned gas prices are for net calorific value (NCV) of 10000 K. cal per SCM. Consumers of Power and Fertilizers sector also use gas from Joint Ventures; the price of JV gas is governed in terms of the provisions of Production Sharing Contracts (PSCs) signed by the JVs with Government of India. The consumers of Power and Fertilizers sector also use Re-gasified Liquefied Natural Gas (RLNG); while the price of LNG imported under term contracts is governed by the Sale Purchase Agreement (SPA) between the LNG seller and the buyer, the spot cargoes are purchased on mutually agreeable commercial terms.

(b) The availability of natural gas in the country has been much less than the demand, which has impacted upon the supply of natural gas to fertilizers units. The Government is taking the following steps to increase the availability of natural gas in the country:

- (i) Intensification in domestic E&P activities;
- (ii) Exploitation of Coal Bed Methane (CBM) gas;
- (iii) Implementation of Natural Gas Hydrate Programme (NGHP) for evaluation of hydrate resources and their possible commercial exploitation;
- (iv) LNG Import; and
- (v) Gas sourcing through transnational gas pipelines.

Fertilizers units, as also power units, small scale consumers (i.e., those consuming 50,000 Standard Cubic Metres per Day or lesser) and court mandated customers, are being supplied natural gas by ONGC and OIL under Administrative Price Mechanism (APM). Even amongst these, Fertilizers and Power Units are given priority.

(c) and (d) The Government has constituted an Empowered Group of Ministers to consider issues pertaining to pricing of natural gas produced in the country.

Train Service between Panvel and Mumbai Chhatrapati Shivaji Terminus

1698. SHRI CHANDRAKANT KHAIRE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to run a regular train service between Panvel and Mumbai Chhatrapati Shivaji Terminus via Deeva;

(b) if so, the details thereof; and

(c) the time by which regular train service is expected to be introduced for the benefit and convenience of the common public ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Introduction of a regular train between Panvel and Mumbai Chhatrapati Shivaji Terminus via Diva has been examined but it has not been found feasible due to operational constraints.

(b) and (c) Do not arise.

Road Under Bridge in Pune-Bangalore Road

1699. SHRI G.M.SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government is considering to lessen the height of the basement of Road Under Bridge in Pune-Bangalore road near Bandebommenahalli Village, Holalkere Taluk, Chitradurga District in Karnataka;

(b) if not, whether the Union Government has received any proposal in this regard; and

(c) if so, the time by which the final decision in this regard is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no Road under bridge at the said location. However, a Railway Track Bridge exists between Sasalu-Mayakonda Railway station near Bandebommenahalli village having open footing and sufficient opening. Lowering of bed level of this bridge is not possible as it will expose the foundation and effect the safety of the Railway track. There is no obstruction to water flow through this bridge and de-silting is done before monsoon.

(b) No, Sir.

(c) Does not arise.

[Translation]

Losses due to Cancellation of IA Flights

1700. SHRI RAMDAS ATHAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines (IA) is continuously running in loss;

(b) if so, the details of income-expenditure for the last three years as on date and the major reasons for loss;

(c) whether flights of Indian Airlines have been cancelled to mitigate the loss;

(d) if so, the names of the flights cancelled and the dates of cancellation and the details of the savings made due to the above; and

(e) the number of international flights cancelled or curtailed, the dates of cancellation and curtailment and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

(c) and (d) Yes, Sir. Indian Airlines had withdrawn its services on Mumbai-Pune sector in March, 2006 and on Kolkata-Dhaka sector in February, 2007 due to poor load factor. Based on the then prevailing input costs, revenue yields and traffic load the operations on these two sectors were making cash losses estimated at Rs.10 Lac per month.

(e) The information is as under:

- * Kolkata-Dhaka sector flight was withdrawn w.e.f. 26.2.2007 and was replaced with code-shared operations with GMG Airlines of Bangladesh.
- * Once weekly flight on Chennai-Trivandrum-Sharjah-Kuwait and vice-versa route was restructured to operate as Chennai-Trivandrum-Sharjah and vice-versa w.e.f. 07.2.2007 due to poor loads.
- * Operations on Delhi-Lahore route were reduced from two flights/week to one flight/week w.e.f. 28.8.2006 due to poor demand.

* Twice weekly flight on Bangalore-Bangkok route were restructured w.e.f. 19.6.2006 to increase operations on Chennai-Bangkok route.

* Twice weekly flight on Jaipur-Delhi-Bangkok-Kuala Lumpur and vice-versa route were restructured to operate Delhi-Bangkok-Kuala Lumpur and vice-versa flight w.e.f. 15.7.2006.

Hoarding by Private Sector on Railway Land

1701. SHRI RAKESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Jabalpur division of the West Central Railway has formulated any scheme to give the rights to put hoarding on its land to the private sector;

(b) if so, the details thereof; and

(c) the quantum of revenue likely to be generated through this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The contracts for commercial hoardings on railway land are awarded as per existing guidelines regarding commercial publicity.

(c) Rs. 47 lakh (approx.) is expected to be earned during 2007-08.

[English]

Electrification of Pune-Kolhapur Railway Line

1702. SHRI PRATIK P. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposed survey of electrification of Pune-Kolhapur line as promised in the Budget proposals of 2004-05 has since been completed; and

(b) if so, when the work on this project is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No survey for electrification of Pune-Kolhapur rail line was promised during Rail Budget 2004-05.

(b) Does not arise.

*[Translation]***Road over Bridge at Salempur Railway Station**

1703. SHRI HARIKEWAL PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has considered any proposal to construct a road over bridge at southern side of Salempur Railway Station in Devaria district of Uttar Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) and (c) A proposal for construction of Road over bridge (ROB) in lieu of level crossing (LC) No. 8C near Salempur Railway Station has been received from State Govt. but they have not fulfilled the requisite undertaking for closure of LC on completion of ROB due to which it could not be processed for inclusion in the Railway's Works Programme.

*[English]***Track Quadrupling Project**

1704. SHRI MILIND DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Track Quadrupling Project between Northern suburbs of Borivali and Virar in the State of Maharashtra has been inaugurated by the Railway Minister in the first half of July, 2007; and

(b) if so, the details thereof and the benefits that are likely to be available upon the completion of the Project?

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

(b) A total of 20 additional local trains (12-car) have already been introduced on 07.07.2007. Additional EMU rake has already been received to increase the services further.

LOI Holders

1705. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of sites cleared by respective District Magistrates have been taken on lease by BPCL from pending LOI holders for the installation of their retail outlets during the last two years state-wise and district-wise;

(b) whether the retail outlets on such sites have been installed on all sites;

(c) if not, the reasons for delay; and

(d) by what time the retail outlets on all these sites would be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Bharat Petroleum Corporation Limited (BPCL) has reported that the number of sites cleared by District Magistrates (DM) and taken on lease by the Corporation for installation of retail outlets (RO) during the last two years is 736, out of which 641 ROs have been commissioned so far.

(c) and (d) BPCL has also reported that after obtaining the approval of DMs, Explosives License, and in some cases, approval from National Highways Authority of India (NHAI) have to be obtained before construction work for the RO can start. The Corporation is expecting to commission the remaining 95 proposed ROs by December, 2007.

Transportation of Goods to North Eastern States

1706. SHRI KINJARAPU YERRANNAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have issued instructions to Railway Authorities to keep a tab on the transportation of goods to Assam and other North East States to avoid disruption in the flow of Essential Commodities in those areas; and

(b) if so, the steps taken for by the Railways for strict adherence/compliance of these instructions?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways are ensuring most expeditious movement of essential commodities like Petroleum, Oil and Lubricant (POL), foodgrains etc. as per slate of loading and monthly dissipation programme of Food Corporation of India.

(b) Railway's role is limited to movement of commodities to respective rail terminals swiftly which it has been doing as per demands placed.

[Translation]

Funds for Welfare Schemes for Scheduled Castes

1707. SHRI RASHEED MASOOD: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has fixed a target of spending forty thousand crore to forty five thousand crore rupees out of gross budgetary support amount for the welfare of scheduled castes;

(b) if so, the details thereof; and

(c) the proposed areas for spending the said amount?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No, Sir.

(b) and (c) Do not arise.

Manuscripts of Rig Veda in Heritage List of UNESCO

1708. DR. RAJESH MISHRA:
SHRI SAJJAN KUMAR:
SHRI J. M. AARON RASHID:
SHRI AVTAR SINGH BHADANA:

Will the Minister of CULTURE be pleased to state:

(a) whether UNESCO has included the 30 manuscripts of Rig Veda belonging to a period from 1800 to 1900 B.C. in its heritage list; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) The National Mission for Manuscripts, under Ministry of Culture, had submitted the nomination of the Rig Veda Manuscripts from Bhandarkar Oriental Research Institute, Pune, for inclusion in the UNESCO's "Memory of the World" Register and 30 of these manuscripts have been included in the Register, 2007. The oldest of these 30 manuscripts

dates back to 1464 AD. The programme of the Memory of the World has been started by UNESCO to honour significant landmarks in the documentary heritage and record them in this Register as world's inheritance.

[English]

Inclusion of Castes in List of Scheduled Castes and Other Backward Classes

1709. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is aware of the fact that more and more communities are demanding to be included in the list of Scheduled Castes and Other backward Classes;

(b) if so, the details thereof;

(c) whether there is vehement opposition to the expansion of the list from those who are already in it, as they fear the dilution of their share of benefits;

(d) if so, the details thereof; and

(e) the steps taken or proposed to be taken by the Government to resolve the issue and streamlining the lists?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (e) There has been no spurt in the number of proposals towards modifications in the list of Scheduled Castes and Other Backward Classes. Processing of proposals is done in accordance with the prescribed procedure in consultation with the National Commission for Scheduled Castes and the National Commission for Backward Classes. As such there is no scope for further streamlining of the system.

Prices of AIDS Drugs

1710. SHRI M. SREENIVASULU REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prohibitive prices of Anti-Retroviral (ARV) Drugs in India shaped mostly by the steep import duties, intermediaries and local taxes; and

(b) if so, the measures being taken by the Government for making AIDS drugs affordable?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) Anti-Retroviral Drugs used for AIDS treatment are non-Scheduled drugs under DPCO 95. As part of its price monitoring activity, NPPA regularly examines the movement in prices of non-Scheduled formulations in accordance with certain internal guidelines. A number of specified drugs including certain ARV/Anti-AIDS drugs are either fully exempt from custom duty or attract a concessional rate of custom duty. Similarly, certain ARV/Anti-AIDS drugs are also exempt from excise duty/Counter veiling duty.

Further in the draft National Pharmaceutical Policy, 2006, this Department has proposed certain measures in order to make available anti HIV/AIDS drugs at reasonable prices to a much larger section of population.

[*Translation*]

Rail Fare Concession to Senior Citizens in Garib Rath Trains

1711. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to give 30 per cent concession in railway fare to senior citizens in 'Garib Rath' Trains in line with that offered in other trains;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) Compared to the fares of normal Mail/Express trains, the fares for Garib Rath Express trains have been kept substantially low and no concession is admissible on these trains.

[*English*]

Asansol Railway Division

1712. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Railways have been drawn to the precarious railway track conditions under Asansol Railway Division, Eastern Railway;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken in this regard particularly to save it from the onslaught of illegal Coal Mining and to ensure safe journey of passengers?

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

(b) It has come to the notice of the Railway authority during the inspection of the railway officials and other commercial organization like Raniganj Chamber of Commerce.

(c) Prevention of illegal mining activities is the subject matter of State Government concerned. Railway has requested to State Government and Eastern Coal Field Limited (ECL) authorities to take necessary action.

Regular inspections are being conducted by Railways. As and when cases of illegal mining are noticed, Railway take immediate action to stop these activities and advise Civil Authorities also. In case any danger to railway traffic is noticed, then railway traffic is also suspended, if situation so warrants, to ensure safe journey of passengers.

New Tourism Projects

1713. SHRI ADHIR CHOWDHURY:
SHRI NIKHIL KUMAR:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government has recently introduced new projects for the promotion and development of tourism in several States in the country;

(b) if so, the details thereof; and

(c) the total allocation of funds proposed in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Development and Promotion of Tourism is primarily the responsibility of the State Governments/Union Territory Administrations. However, the Ministry of Tourism extends Central Financial Assistance to all the State Governments/Union Territory Administrations for projects proposals submitted by them. The proposals that are complete in all respects are examined as per the Scheme guidelines and funds released on the basis of inter-se priority and availability of funds under the respective heads.

Central Financial Assistance is extended to State Governments/Union Territories Administrations for development and promotion of tourism under the following schemes.

1. Product/Infrastructure Development for Destinations and Circuits including Rural tourism.
2. Assistance to Large Revenue Generating Projects
3. Fairs/Festivals/Events
4. Computerization and Information Technology

During the 10th Five Year Plan the Ministry of Tourism has sanctioned Rs. 2011.68 crore for 1160 projects to various State Governments/Union Territory Administrations.

The Plan Outlay of the Ministry of Tourism for the year 2007-08 is Rs.953.00 crore.

Performance of Indian Airlines

1714. PROF. M RAMADASS:
SHRI PRABODH PANDA:

Will the Minister of CIVIL AVIATION be Pleased to state:

(a) the total number of passengers and the quantum of luggage brought through international flights by the Indian Airlines in the country during the last two years alongwith the details of total revenue earned through it;

(b) whether the Indian Airlines is competing satisfactorily with other International Airlines;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the measures taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Indian Airlines carried 9,40,000 and 10,96,000 in bound passengers during 2005-06 and 2006-07 respectively on its international flights. The freight (including excess baggage) brought through international flights by Indian Airlines during 2005-06 and 2006-07 was 8028 tonnes and 7414 tonnes respectively. The estimated traffic revenue earned by Indian Airlines on its international services during 2005-06 and 2006-07 was 1850 crores and 2425 crores respectively.

(b) to (d) Indian Airlines has consistently increased its operations in international markets of strategic interest. In spite of increased access and more entitlements to foreign airlines, Indian Airlines has been able to hold on to its market share in international market to/from India. Indian Airlines' market share in international operations to/from India has been 9.7% in 2004-05 and 9.8% in 2005-06.

(e) The Government has approved the fleet acquisition plan of Indian Airlines for induction of 43 new Airbus aircraft during 2006-10. The Government has also approved the merger of Indian Airlines and Air India with the objective of optimally utilising and leveraging existing resources through improvement in load factors and yields on commonly serviced routes. The merger will lead to seamless connectivity of regional operations, short to medium-haul trunk operations and long haul operations offering improved product through wider network coverage. The merged airline, with the new fleet will be able to compete more effectively in both the international as well as domestic sectors.

[Translation]

Agreement with Brazil

1715. SHRIMATI BHAVANA PUNDALIKRAO
GAWALI:
SHRI SANJAY DHOTRE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India and Brazil have entered into an agreement in the field of oil exploration recently; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) On 4th June, 2007 ONGC Videsh Ltd. and Petróleo Brasileiro S.A. (Petrobras), the national Oil Company of Brazil signed a Heads of Agreement for swapping of interests in offshore E&P blocks in India and Brazil.

[*English*]

Road over Bridges

1716. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Rail Over Bridges (ROBs) sanctioned for Kerala during the last three years;

(b) the number of ROBs ready for operation; and

(c) the details of ROBs pending for completion and the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) 15

(b) 10

(c) Out of Total 65 works of ROBs sanctioned in Kerala, 10 ROBs have already been commissioned. Work on another 10 is in progress. Work on remaining 45 ROBs is held up either for want of land acquisition or sanction of estimate from the State Govt. However, General Arrangement drawing for 31 locations have already been issued by Railway duly sanctioned by State Govt. also. Status of 10 ROBs in progress, is as under:

1. ROB at LC No 272 (Padankad) to be taken up by National Highways. Railway portion taken up & is in progress.
2. Work on 4 ROBs at LC No 49(Sulthanpet), No 54 (Korattiangadi), No 206 (Nandi Bazar), No 232 (Muzhipilangadi) are being done by Road & Bridges Development Corporation of Kerala (RBDCK) who has been advised to complete these works by 31/3/08. Approaches portions on

ROBs in lieu of remaining 5 at LC No 13 (Athani) No.50 (Victoriya College), No. 73 (Pullepadi), No 159 (Kudukkan Kannu) & No 276 (Bekal) have been completed. Railway portions of works have also been expedited at these places & will be completed by 31/3/08.

Mandatory Training Abroad for Railway Officers

1717. SHRI N. JANARDHANA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose mandatory training abroad for its officers;

(b) if so, the details thereof;

(c) the likely annual expenditure on that account; and

(d) to what extent this system is likely to add the profitability of the Railways?

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

(b) and (c) Detailing out, of the scheme of mandatory training abroad, is in progress.

(d) Training abroad is expected to improve manpower and systems productivity.

Overcharging Notices by NPPA

1718. CH. MUNAWAR HASSAN:
SHRI IQBAL AHMED SARADGI:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether National Pharmaceutical Pricing Authority (NPPA) has sent overcharging notices to various drug companies;

(b) if so, the details thereof; company-wise indicating the liability and the drugs;

(c) the total recovery effected so far;

(d) whether the companies have reduced the prices after issue of notices to them;

(e) if so, the details thereof;

(f) the steps taken/proposed to be taken by the Government against the companies which have not yet reduced the prices;

(g) whether cases have been filed in the courts by some companies;

(h) if so, the details thereof; and

(i) the present status of the court cases?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (i) National Pharmaceutical Pricing Authority (NPPA) regularly takes action against pharma companies who do not implement the prices fixed/notified by NPPA under the provisions of Drugs (Prices Control) Order, 1995 (DPCO, 95) and this is a continuous and ongoing process. Since, inception in Aug' 1997, NPPA has raised a total demand of Rs. 1427.37 crores for recovery towards overcharged amount in 425 cases, under the provisions of DPCO, 1995 read with Essential Commodities Act' 1955. NPPA has recovered Rs. 100.43 crores (upto 31.7.07) from the defaulting companies. NPPA continues to take appropriate action regularly for recovery of the overcharged amount.

The major amount is under litigation and recovery of the same depends upon the outcome of the Court cases. Since inception of NPPA (August, 1997) till date, NPPA is handling/dealing 75 court cases filed by Pharma Companies against NPPA/Union of India in various parts of the country with respect to recovery of overcharged amount. An estimated overcharged amount of Rs.1333.85 crores is being contested by the said Pharma units against which NPPA has recovered Rs.81.14 crores (upto 31.7.2007). NPPA continues to take regular and appropriate action for recovery of overcharged amount. In some cases, recovery is affected, due to orders from the courts such as the Hon'ble High Courts and Hon'ble Supreme Court of India.

Stranded Passengers

1719. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether due to open sky policy being adopted by the Government the airports in the country have become more congested;

(b) if so, the steps being taken by the Government in this regard;

(c) whether the airlines are not helping the stranded passengers at the airports in the event of delay or cancellation of flights; and

(d) if so, the steps being taken in the regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The unprecedented growth in air traffic, during the past three years, has posed a challenge to airport infrastructure. This has led to congestion in air space and terminal capacity constraints, during peak hours, specially at Delhi and Mumbai airports.

(b) Various measures have been taken to remove the congestion at airports such as construction of high speed exit taxiways & parallel taxi-tracks, upgradation and improvement of ATC infrastructure, expansion and modernization of terminals, etc.

(c) and (d) In case of delays and cancellation, full service airlines provide adequate facilities to the passengers which include provision of food, hotel accommodation, conveyance, cash compensation, etc. Scheduled domestic airlines also have procedures to inform the passengers in advance and rescheduling them to next available flight. Airlines also refund the tickets as per their company policy.

[Translation]

Road Over-Bridges in Gorakhpur

1720. YOGI ADITYA NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have granted approval for the construction of road over-bridges on the railway level crossings in Gorakhpur city;

(b) if so, the details thereof; and

(c) the funds allocated by the Railways for construction of the road over-bridge?

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

(b) Three works of Road Over Bridges (ROB) have been sanctioned in the Gorakhpur City on cost sharing basis during Works Programme of 2006-07. These are;

1. ROB in lieu of Level Crossing (LC) No. 158 between Gorakhpur-Gorakhpur Cantt. Stations at the cost of Rs. 13.44 cr.
2. In lieu of LC No. 161 between Gorakhpur-Domingarh stations at the cost of Rs. 21.32 cr. and
3. In lieu of L.C. No. 163 between Gorakhpur-Domingarh stations at the cost of Rs. 17.2 crore.

(c) Rs. one lakh for each of these works have been allocated by Railways during 2007-08 for taking up works of bridge proper.

Allotment of Oil Blocks

1721. SHRI RAJIV RANJAN SINGH "LALAN":
SHRI SURAJ SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether oil blocks have been allotted in the first, second, third and fourth phases of the New Exploration Licensing Policy;

(b) if so, the time by which production was required to start from these allotted oil blocks;

(c) whether oil production has been started according to the conditions laid down in the policy;

(d) if not, the names of the organizations held responsible for this; and

(e) the action taken by the Government against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Yes, Sir. Total 90 exploration blocks have been awarded under first four rounds of New Exploration Licensing Policy (NELP). Further, 72 more blocks have been contracted in fifth and sixth rounds of NELP bidding.

Blocks under various rounds of NELP are contracted for carrying out exploration activities for a period of seven to eight years during which operator completes Exploration Work Programme. Time taken for oil/gas discovery to

come on production is normally about 3 to 8 years depending upon the location of discovery, availability of infrastructure and markets in and around the discovery area.

Under NELP, 43 oil and gas discoveries have already been made. In Gujarat, 3 lakh cubic metres of gas per day is being provided from one block operated by Niko Resources. In another block operated by Gujarat State Petroleum Corporation (GSPC), crude oil of the order of 500 barrels per day has started recently from July, 2007 onwards. Gas production of 40 Million Metric Standard Cubic Metres per Day (MMSCMD) from Krishna Godavari basin is likely to commence in July 2008 with peak production of 80 MMSCMD.

(d) and (e) Do not arise in view of above.

Preservation and Maintenance of Historical Sites/ Monuments

1722. DR. DHIRENDRA AGARWAL:
SHRI TUKARAM GANPAT RAO RENGE PATIL:

Will the Minister of CULTURE be pleased to state:

(a) the details of the present level of preservation and maintenance of the historical sites/monuments;

(b) the details of areas requiring improvements for achieving better standard of preservation and maintenance of these sites/monuments;

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

(d) whether the Government has assigned the work relating to maintenance and preservation of historical sites/monuments to some multinational companies with doubtful credentials;

(e) if so, the details thereof alongwith the reason therefor; and

(f) the reaction of the Government thereto?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Conservation, preservation and maintenance of centrally protected monuments under to the control of Archaeological Survey of India, is a continuous process as per the resources available. Protected archaeological sites and monuments are in a fairly good state of

preservation. Considering the enormity of tasks of conservation and integrated development, requirement of more funds has been projected in the 11th Five Year Plan.

- (d) No, Sir.
- (e) Does not arise.
- (f) Does not arise

Allotment of Land on Lease to Private Airlines

1723. SHRI KASHIRAM RANA:
SHRI V.K. THUMMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Airports Authority of India has given its land to private airlines on lease;
- (b) if so, the details alongwith the period and value of the lease, airline-wise;
- (c) whether the payment of lease amount is outstanding on certain airlines;
- (d) if so, the details thereof till date, airline-wise;
- (e) the steps taken/proposed to be taken by the Government to recover the said amount; and
- (f) the progress made by the Government as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Area measuring 6120 sqm (for the period from 20.3.2006 to 9.2.2016) at a lease rent of Rs.935882/- per annum and area measuring 125 sqm (for the period 15.6.2007 to 9.2.2016) at a lease rent of Rs. 19115 per annum, have been allotted to M/s. Air Deccan at Chennai Airport.

(c) and (d) Yes, Sir. An amount of Rs.935882/- for 6120 sqm and Rs.15239/- for 125 sqm is outstanding from M/s. Air Deccan.

(e) and (f) The dues pertain to current year and Air Deccan is being pursued to settle dues at the earliest.

[English]

National Aviation Company

1724. SHRI PRABODH PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government has constituted the National Aviation Company of India Ltd.(NACIL);
- (b) if so, the details and the composition of NACIL; and
- (c) the time by which NACIL is likely to be start its functioning?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b): Yes, Sir. A new 100% government-owned company viz., National Aviation Company of India Limited (NACIL) has been incorporated on 30.3.2007. The Board of Directors of NACIL has been initially constituted with some officials of the Ministry of Civil Aviation.

(c) NACIL would be fully functional shortly after Air India and Indian Airlines merge into it.

Setting up of Low-Cost Airports

1725. SHRI BASU DEB ACHARIA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government is considering to set up 25 low-cost airports as reported in the Business Standard dated July 19, 2007;
- (b) if so, the facts thereof;
- (c) the criteria set for identifying the places for this purpose; and
- (d) the action taken/proposed to be taken by the Government in this regard

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No specific proposal for building airports, exclusively for low-cost operations, has been brought for the consideration of the Government.

(b) to (d) Do not arise.

Reimbursement of Demand Draft Charges

1726. SHRI JOACHIM BAXLA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the objective of reimbursement of demand draft making charges to the dealers;

(b) the total amount reimbursed by the oil companies during each of the last three years on this count:

(c) whether the Government proposes to discontinue the reimbursement of demand draft making charges to the dealers; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Considering the competitive scenario and the fact that most banks were found to waive demand draft charges owing to introduction of Electronic Fund Transfer facilities, a decision was taken by the Oil Marketing Companies (OMCs) viz. Indian Oil Corporation Ltd. (IOCL), Bharat Petroleum Corporation Ltd. (BPCL) and Hindustan Petroleum Corporation Ltd. (HPCL) to discontinue reimbursement of demand draft making charges, effective 11-12/09/05. However, on account of serious objections raised by the Federation of All India Petroleum Traders (FAIPT), the OMCs are reimbursing demand draft making charges, at actuals, subject to a ceiling, against production of proof of such incidence like bankers charge slip.

(b) The amount reimbursed by IOCL, BPCL and HPCL during each of the last three years on this count is given below:

Name of the oil company	Rs. in crores		
	2004-05	2005-06	2006-07
IOCL	39.70	27.42	22.41
BPCL	50.68	23.38	17.24
HPCL	27.00	23.00	15.00

(c) No, Sir.

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

Enhancement in Flying Hours

1727. SHRI ASADUDDIN OWAISI:
SHRI S.K KHARVENTHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in a bid to tide over the massive pilot shortage the Government proposes to increase the flying hours for the pilots;

(b) if so, whether Directorate General of Civil Aviation has issued any directive affecting increase in the flying hours of the pilots;

(c) if so, the details thereof;

(d) the extent to which the increase in flying hours of pilots are likely to put stress on pilots and violate safety norms;

(e) if so, the details thereof; and

(f) the corrective measures taken/proposed to be taken by the Government in this regard?

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

(b) to (f) do not arise.

Budgetary Allocation for Indo-Iran Gas Pipeline Project

1728. SHRIMATI SUMITRA MAHAJAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total budget allocation for the Indo-Iran gas pipeline project;

(b) the amount spent so far;

(c) whether there is any threat to the Indo-Iran gas pipeline which may have adverse impact on the expenditure to this project;

(d) if so, the details thereof;

(e) whether the Government has held any discussion with US regarding this project; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Government has not made any budget allocation for the Project. From Indian side, GAIL (India) Ltd. (GAIL) & Indian Oil Corporation Ltd. (IOCL) are involved with the Project, and provide necessary funds for the same. They have spent approximately Rs.3.50 crores on the technical & financial consultants appointed for the project.

(c) No, Sir.

(d) Does not arise.

(e) and (f) During the meeting between US Energy Secretary Mr. Samuel W. Bodman and Minister (P&NG) in New Delhi on March 20, 2007, the former, inter alia, wanted to know the progress of Iran-Pakistan-India (IPI) Gas pipeline project. Brief status of discussions on the project was conveyed to him.

[Translation]

Commercial Use of Railway Land

1729. SHRI MANSUKHBHAI D.VASAVA:
SHRI HARISINH CHAVDA:

Will the Minister of RAILWAYS be pleased to state:

(a) the railway land used for commercial purposes after Rail Land Development Authority became functional

the land available with the Authority at present, the details thereof, zone-wise;

(b) the additional income to Railways by the commercial use of its land and the details thereof, zone-wise;

(c) the procedures adopted for its commercial use;

(d) whether procedure is lengthy and involves excessive time; and

(e) if so, the steps taken to simplify it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The authority has become functional from January, 2007 and is carrying out inspection/market study of plots entrusted to it before inviting bids for commercial development. Details of the sites entrusted to RLDA so far are indicated in the *Statement*.

(b) Nil, for reasons stated in (a) above.

(c) After a site inspection to confirm feasibility regarding commercial development of the entrusted site, a market survey is carried out to assess the potential and to work out the best mode of commercial development from the angle of revenue return. The developer is finalized through competitive bidding process.

(d) No, Sir.

(e) Does not arise.

Statement

S.No.	Railway	Name of site
1	2	3
1.	Eastern	Belgharia
2.		Bidhan Nagar
3.		Halishahar
4.		Ballyghat
5.		Kancharapara
6.		Budge-Budge
7.	East Central	Gautam Budha Institute, Gaya

1	2	3
8.	East Coast	Vishakhapatnam (2 sites)
9.	Northern	Railway Institute Vidhan Sabha Marg, Lucknow
10.		Delhi-Sarai Rohila
11.	North Central	Gwalior
12.		Nirala Nagar (Kanpur)
13.		Idgah
14.		Mathura Junction
15.		Kampoo Kothi
16.	Northeast Frontier	Karimganj
17.		Silcher
18.		New Coochbehar
19.		New Alipurduar
20.		Alipurduar
21.		Kurseong
22.		Darjeeling
23.		Kishanganj
24.		Katihar
25.		Jorhat
26.		Makum
27.		Sibsagar
28.		Margherita
29.		Burdwan Road, Siliguri
30.		Between Road Over Bridge & Jorapani near New Jalpaiguri
31.		In front of New Jalpaiguri Station
32.		In front of Power House of New Jalpaiguri
33.		Tin Batti More near New Jalpaiguri
34.		Near circulating area
35.		Mahananda Colony.Siliguri
36.		By the side of Darjeeling More

1	2	3
37.		Diesel Shed Road Siliguri
38.		Panchnai River and Transit hostel, Siliguri
39.		Hawker Corner at Siliguri
40.		Amingaon — Hajo Guwahati Road
41.		Amingaon — Hajo Guwahati Road
42.		Amingaon — Amingaon-Rangiya Road
43.		Amingaon — Amingaon-Rangiya Road
44.		Amingaon — Rangiya Rajib Gandhi Indoor Stadium
45.		Side of Amingaon — IIT Road
46.		Amingaon near CONCOR complex
47.		Amingaon — Hajo Guwahati Road
48.		Pandu New Colony-I
49.		Pandu New Colony-I
50.		Pandu on Adabari — Pandu Road
51.		Pandu on Adabari — Pandu Road
52.		Pandu on Adabari — Pandu Road
53.	South Central	Between MMTS stations- Bharanagar & Boarabanda
54.		Near Uppal bus stand
55.		Moula-Ali-I
56.		Moula-Ali-II
57.		Guntakal
58.		Guntakal
59.		Aurangabad
60.		Hingoli Station area
61.		Adilabad
62.		Washim Station
63.		Mudkhed
64.		Hafeezpet

1	2	3
65.		Near Railway hospital at Vijayawada
66.		In front of TA Camp Staff Quarters, Moula Ali
67.		Near Moula Ali flyover
68.	South Eastern	Bokaro-I
69.		Bokaro-II
70.		Tata
71.	South East Central	Zone-II/Bamiana
72.		Zone-II & III Bamiana
73.		In front of Zone III/Bamiana
74.		PP Yard/Bamiana
75.		Urkura
76.		Kapa
77.		Waris Aleganj
78.	South Western	Malleshwaram Railway Station
79.		Yeswanthpur
80.		Bangalore City
81.	Western	Bhavnagar Terminus side to Manekwadi Station
82.		Manekwadi station
83.		Manekwadi station
84.		Takhteswar station
85.		Takhteswar station
86.		Krishnagar
87.		Krishnagar Stn. to Chainage 246
88.		Jamnagar — Old Station Area
89.		Maninagar (West)
90.		Maninagar (East)
91.	Integral Coach factory, Perumbur	Kakkapallam Padi, Chennai

*[English]***Commercial Production of Bio-Diesel**

1730. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI SHRI RAVI PRAKASH VERMA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to State:

(a) whether the Indian Oil Corporation has initiated steps to begin commercial production of bio-diesel;

(b) if so, the details thereof;

(c) whether the Indian Oil Corporation has identified the State for plantation of Jatropha;

(d) if so, the details thereof;

(e) whether the Union Government has prepared policy on bio-diesel; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Yes, Sir.

Indian Oil Corporation (IOC) is in the process of identifying suitable land clusters for developing Jatropha plantation in the States of M.P. and Chattisgarh.

IOC has applied for allotment of 30,000 hectares of non forest waste land to the collectors of Dhar and Jabua in the State of Madhya Pradesh.

IOC has also proposed to the State Govt. of Chattisgarh for participating in the area of Bio-fuel plantation.

However, no commercial production of bio-diesel from Jatropha has started as yet.

(e) and (f) Yes, Sir.

To encourage production of bio-diesel in the country, the Ministry of Petroleum and Natural Gas announced a Bio-diesel Purchase Policy in October 2005, effective from 1.1.2006. The Policy has identified 20 purchase centres of the public sector oil marketing companies (OMCs) all over the country where OMCs would purchase bio-diesel meeting the standards prescribed by the Bureau of Indian Standards (BIS), from those bio-diesel manufacturers who

register with them after satisfying the technical specifications, at a specified delivered price. The salient features of the Bio-diesel Purchase Policy are as follows:

- (i) The Public Sector Oil Marketing Companies (OMCs) will purchase Bio-diesel, meeting the Bureau of Indian Standard (BIS) specifications, through their select purchase centres.
- (ii) Bio-diesel manufacturers interested in supplying Bio-diesel, meeting the requirements as per BIS specifications, to OMCs shall register with State Level Coordinators.
- (iii) Priority in registration shall be given to such producers who propose to manufacture Bio-diesel from non-edible tree borne oils.
- (iv) OMCs shall decide from time to time a uniform delivered price for buying Bio-diesel and such price shall be valid for six months and would be reviewed thereafter. The initial purchase price of Bio-diesel was Rs.25 per litre, which has since been revised to Rs. 26.50 per litre w.e.f. 22nd August, 2006.
- (v) Panchayati Raj Institutions PRIs would undertake Purchase of Bio-diesel as a rural business hub activity.

Ministry of Rural Development has proposed to set up a National Mission on Bio-diesel with special focus on plantation of Jatropha Curcas (tree bearing non-edible oil seeds). The ultimate objective of the mission is to produce bio-diesel to be blended with diesel.

Development of Jabalpur Cantonment Town

1731. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has approved an action Plan to develop Jabalpur cantonment town into a tourism circuit, with Beraghat at the Centre and Kanha National Park, Badhavgarh National Park and Pench Sanctuary located within 200 km. range;

(b) if so, the details thereof; and

(c) the funds allocated for this purpose by the Union Government?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) No proposal to develop Jabalpur Cantonment Town into a tourism circuit has been received by the Ministry of

Tourism. However, the Ministry of Tourism has sanctioned the following projects during 10th Five Year Plan for development of Jabalpur:

- (i) Water sports complex at Bargi Jabalpur for Rs. 98.60 lakh during 2002-03.
- (ii) Destination development of Jabalpur for Rs. 460.43 lakh during 2006-07 including the component for development of Tourist Information Centre and Entertainment Park at Bhedaghat for Rs. 107.78 lakh.
- (iii) Development of Narmada Parikrama Circuit Part II for Rs.774.99 lakh during 2006-07 including the following components at Jabalpur for Rs. 141.70 lakh:

- (1) Haat Bazar at Bhedaghat
- (2) Day shelter and public amenities at Saraswati ghat
- (3) Public amenities at Lamheta Ghat

Medical Tourism

1732. SHRI ABDUL RASHID SHAHEEN:
SHRI L. RAJAGOPAL:
SHRI CHENGARA SURENDRAN:

Will the Minister of TOURISM be pleased to state:

- (a) whether medical tourism in the country is growing 30% annually;
- (b) if so, the details of rate of growth during each of the last three years;
- (c) the number of tourists under medical tourism visited India during the last three years;

(d) the schemes formulated for the development of medical tourism in the country;

(e) the financial assistance provided by the Union Government to the State Government during the last three years, State-wise;

(f) whether the Government considering to set up the medical Special Economic Zones (SEZs) call-centres for improving the medical tourism in the country; and

(g) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) The Ministry of Tourism does not collect separate information on medical tourist traffic to India.

(d) The Ministry of Tourism in collaboration with the Ministry of Health has already initiated several measures to promote Medical Tourism which include promotion in overseas markets and production of publicity materials like brochure, CDs and films etc. and their distribution in target markets. Specific promotion at various international travel fairs such as World Travel Mart, London and ITB, Berlin etc. is also undertaken. A guide on select Indian hospitals of the country for health tourism purposes has been placed on Ministry of Tourism's website www.incredibleindia.org for wider publicity.

(e) The statement showing tourism projects sanctioned to all State Governments/UT Administrations during the last three years is enclosed.

(f) No, Sir.

(g) Does not arise.

Statement

State-Wise Tourism Projects Sanctioned During the Last Three Years of Tenth Five Year Plan

(Rs. in lakhs)

S. No.	State/UT	2004-05			2005-06			2006-07		
		No of Projects Saned.	Amount Saned.	Amount Released	No of Projects Saned.	Amount Saned.	Amount Released	No of Projects Saned.	Amount Saned.	Amount Released
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	16	2827.19	2240.68	7	2615.82	1700.00	3	1540.56	1195.44
2.	Assam	8	986.03	766.22	10	2,140.00	1698.45	9	2453.39	1813.21

1	2	3	4	5	6	7	8	9	10	11
3.	Arunachal Pradesh	9	1325.50	927.96	10	2240.16	1655.21	12	1887.80	1497.24
4.	Bihar	7	1901.43	1527.71	3	1212.23	722.49	2	1937.29	974.59
5.	Chattisgarh	6	1117.94	897.93	7	1775.59	1436.54	16	3540.17	2491.12
6.	Goa	3	110.00	38.00	1	10.00	8.00	0	0.00	0.00
7.	Gujarat	2	138.93	111.14	5	2011.58	1169.04	7	443.65	359.51
8.	Haryana	6	693.55	513.64	7	639.71	515.77	5	1836.16	902.39
9.	Himachal Pradesh	12	2680.00	2161.00	6	1645.00	921.00	8	1871.00	1226.13
10.	Jammu and Kashmir	5	819.25	699.04	22	6,656.01	5320.31	29	5233.82	3392.90
11.	Jharkhand	2	945.91	756.72	5	1227.27	697.76	3	956.35	769.99
12.	Karnataka	12	2461.76	1937.37	8	1706.52	1001.21	4	1323.89	1081.81
13.	Kerala	10	2283.63	1820.33	13	4858.88	3889.90	18	4474.02	3441.61
14.	Madhya Pradesh	11	1595.19	942.21	12	3047.39	2419.54	10	3668.47	2797.75
15.	Maharashtra	10	1620.62	925.30	9	2075.04	1682.99	13	2839.05	2278.46
16.	Manipur	0	0.00	0.00	2	49.80	39.84	9	939.35	649.48
17.	Meghalaya	2	963.30	807.91	1	5.00	4.00	9	1435.29	1149.93
18.	Mizoram	6	1066.35	382.38	10	2273.41	1687.29	9	2613.38	2044.80
19.	Nagaland	7	2250.69	1413.40	9	2528.97	1873.17	8	2340.32	1862.51
20.	Orissa	8	1320.74	1059.38	10	2309.61	1586.44	13	2826.84	1974.66
21.	Punjab	7	724.68	581.47	5	1437.67	1150.13	13	3223.37	1968.68
22.	Rajasthan	13	2516.61	1375.07	7	2591.87	2086.40	8	953.84	763.06
23.	Sikkim	8	660.81	531.33	14	2844.56	2213.74	13	2609.42	1647.77
24.	Tamil Nadu	7	1308.92	705.83	19	4264.62	3007.68	11	1866.41	1496.87
25.	Tripura	1	20.00	16.00	3	716.26	569.43	4	291.27	96.01
26.	Uttaranchal	7	2199.98	1750.73	13	2738.00	2193.18	16	1907.50	1434.34
27.	Uttar Pradesh	9	1044.83	831.19	18	3905.23	3126.03	7	3329.06	2663.24
28.	West Bengal	10	513.04	407.43	5	989.35	792.48	10	2978.32	2195.35
29.	Andaman and Nicobar	0	0.00	0.00	1	6.25	5.00	0	0.00	0.00
30.	Chandigarh	3	467.00	373.60	1	13.70	13.70	2	15.00	14.00
31.	Dadar and Nagar Haveli	0	0.00	0.00	2	29.79	25.92	0	0.00	0.00

1	2	3	4	5	6	7	8	9	10	11
32.	Delhi	8	628.85	511.00	2	20.00	17.00	5	2400.09	1209.54
33.	Daman and Diu	0	0.00	0.00	4	262.28	208.61	0	0.00	0.00
34.	Lakshadweep	0	0.00	0.00	0	0	0	1	7.00	5.60
35.	Pondicherry	2	451.00	360.00	2	469.39	375.51	1	500.00	400.00
Total		217	37663.83	27371.97	253	61316.96	45793.76	278	64242.08	45797.99

Note- This includes the projects relating to Circuits, Destinations, Large Revenue Generating Projects, Rural Tourism (Software and Hardware) Projects, IT, Event, Fair & Festivals Projects.

[*Translation*]

Construction of New Airports

1733. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI HANSRAJ G. AHIR:
SHRI JIVABHAI A. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the new airports being constructed at present to link the important cities of the country;

(b) the location-wise details thereof;

(c) the funds allocated as well as spent year-wise during the last three years, airport-wise;

(d) whether the Government has reviewed the proposal for setting up new airports in the country;

(e) if so, the details thereof;

(f) whether all these airports are being constructed by the Airports Authority of India; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (c) Two International Greenfield airports are being constructed at Shamashabad near Hyderabad and at Devanahalli near Bangalore through Public Private Partnership and would be operational by April 2008. The estimated cost of the new greenfield airports at Hyderabad and Bangalore are Rs.2478 crores and Rs.1930 crores respectively.

(d) and (e) The extant Policy on Airport Infrastructure provides the 'necessary frame work and guidelines for setting up of new airports.

(f) No, Sir.

(g) Does not arise.

[*English*]

Financial Crunch In ASI

1734. SHRI N.S.V. CHITTHAN: Will the MINISTER OF CULTURE be pleased to state:

(a) whether it is a fact that the Archaeological Survey of India is facing severe financial crunch and the conservation work of monuments across the country is getting badly neglected;

(b) if so, the detailed reasons therefor; and;

(c) the details of steps being taken to augment the financial resources of the ASI so that the ancient monuments of national and international importance are properly preserved and protected?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Archaeological Survey of India is carrying out conservation, preservation and environment development of centrally protected monuments across the country.

(b) as per the resources available. However, considering the enormity of the task entrusted in the field of conservation and integrated development of protected monuments, additional funds are required.

(c) Need based requirement of funds for the ASI has been projected in the 11th Five Year Plan. To augment resources, public-private participation is being encouraged.

Revival of BSCL/Hindustan Cables

1735. SHRI SUNIL KHAN: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government proposes to revive Burn Standard Company Limited (BSCL) both at Howrah and Asansol and Hindustan Cables;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) to (c) Decision has been taken to finalize revival proposal in respect of Burn Standard Company Limited (BSCL) as a whole in consultation with the Operating Agency, M/s. United Bank of India (UBI), appointed by Board for Industrial & Financial Reconstruction (BIFR), for placing it before the Board for Reconstruction of Public Sector Enterprises (BRPSE) for their recommendation. As regards, Hindustan Cables Limited (HCL), a proposal on future of HCL was submitted to BRPSE on 7.11.2005 which recommended on 11.09.2006 that a further holistic study of HCL unit-wise and the company as a whole should be commissioned through IIT, Kharagpur. IIT, Kharagpur has submitted its report which is being examined for placing before BRPSE. Decision on revival of HCL would be taken in the light of the recommendation of BRPSE.

Wagon Factory in Churthula

1736. SHRI C.K. CHANDRAPPAN:
DR. K.S. MANOJ:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways took a final decision regarding starting of the unit of Railways wagon manufacturing at Churthula in Kerala;

(b) if so, the details thereof;

(c) whether it is a fact that the Railways have sent a team to inspect the facilities at Auto east, a Kerala State public sector unit at Churthula;

(d) if so, the outcome thereof; and

(e) the time by when said unit is likely to be started?

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

(b) Does not arise.

(c) No team has visited Churthula for manufacture of wagons.

(d) and (e) Do not arise.

[Translation]

Transit Flight for Haj Pilgrims

1737. SHRI HEMMAL MURMU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any representation from the public representatives to provide transit facility for Haj Pilgrims from Ranchi to Kolkata Airport;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Requests have been received from the public representatives to provide transit facility for Haj Pilgrims from Ranchi to Kolkata Airport.

(c) Presently, there is no plan to include Ranchi as an Embarkation point for Haj operations.

[English]

Exploration of Gas by GAIL in Foreign Countries

1738. SHRI M.P. VEERENDRA KUMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Gas Authority of India Ltd. (GAIL) has taken up exploration and production work of petroleum and gas outside India;

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

(c) whether the GAIL has the requisite expertise and trained man power to undertake exploration work as is the case with ONGC and other public sector oil companies;

(d) if so, the details thereof; and

(e) the other steps taken by the GAIL to expand its business in and outside the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes Sir. GAIL has Working Interest in three E&P blocks with other consortium partners outside India. The details of the blocks are as given:

Block	Country	GAIL's Share	Operator
A-1	Myanmar	10%	Daewoo International Corpn.
A-3	Myanmar	10%	
No. 56	Oman	25%	Oilex Oman Limited

(c) and (d) Yes Sir, GAIL has qualified and trained geologists, geophysicists and petroleum engineers. GAIL has also engaged full time advisors. Two geo-scientific workstations have been installed in GAIL since February 2002.

(e) GAIL would be participating in the forthcoming NELP VII and CBM IV bidding rounds. GAIL has also plans for investment in potential E&P opportunities through bidding/farm-in in countries, from where gas can be sourced or where GAIL can leverage its midstream/downstream presence.

Allocation and Utilization of Funds under Welfare Schemes for Disabled Persons

1739. SHRI HITEN BARMAN: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of funds allocated and released to Non-Governmental Organisations/implementing agencies

under various schemes implemented for welfare of disabled persons during 2005-06 and 2006-07, State/Union Territory-wise and scheme-wise;

(b) whether the funds allocated under the said scheme have been properly utilized during each of the last three years;

(c) if so, the details of utilization of funds by each NGO/implementing agency during the said period, scheme-wise and State/UT-wise;

(d) the number of persons benefited by such schemes during the said period, State-UT-wise;

(e) whether some complaints have been received regarding misutilisation of funds by NGOs/implementing agencies;

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

(g) the measures taken by the Union Government for the proper utilization of funds meant for disabled persons?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) Under Deendayal Disabled Rehabilitation Scheme, Scheme for implementation of Persons with Disability Act, 1995, Rehabilitation Council of India and Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances Scheme, Rs.150.24 Crores and Rs.161.35 Crores were allocated during the financial year 2005-06 and 2006-07 respectively to non-Governmental Organisations/Implementing Agencies for the welfare of persons with disabilities. Out of which, Rs.124.89 Crores and Rs.122.30 Crores respectively were released for utilization during the said two years. More than 6.2 lakhs persons with disability have already reported to have been benefited as a result. For ensuring proper utilization of funds during the last three years, Utilisation Certificate had been obtained.

(e) and (f) During the recent past, four complaints about the misutilisation of grants-in-aid have been received. Action in such matter is taken as per the prescribed procedure.

(g) Utilization Certificates are given by the organisations against the grants-in-aid provided.

Selling of Products by SAIL through Retail Outlets

1740. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:

Will the Minister of STEEL be pleased to state:

(a) whether Steel Authority of India Limited (SAIL) has decided to brand its products and sell them through its retail outlets;

(b) if so, the details of action plan prepared by SAIL for the operation of such outlets; and

(c) the details of products, SAIL proposes to make available through such retail outlets?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) Yes, Sir. SAIL has branded Thermo Mechanical Treated (TMT) bars as "SAIL TMT" and Galvanised Plain (GP)/ Galvanised Corrugated (GC) Sheet as "SAIL Jyoti". SAIL is marketing the above two branded products through its dealer network currently located in all states and Union Territories of India and across 602 districts.

(b) A plan has been undertaken by SAIL to promote sales of branded products through district dealer outlets, detail of which are as given below:

- (i) In order to improve the reach of products of mass consumption for common man, SAIL has decided to appoint district dealers in each and every district in the country. Thereafter, SAIL plans to cover other Towns and Blocks to bring its outlets closer to the consuming centers. Presently, 1093 dealers have been appointed covering 602 districts.
- (ii) To promote sales through its retail outlets SAIL has made arrangements to transport the materials to the dealers' premises free of cost through SAIL's own transport arrangement. At the same time promotional activities viz. availability of product brochures/technical literature to the dealers, publicity, regular dealers/mason meets and distribution of promo items have been undertaken.
- (iii) Maximum Recommended Retail Price (MRRP) is fixed by SAIL for sale of its products through its retail outlets by the dealers.

(c) At present SAIL proposes to make available the following products for sale through the aforesaid District Dealers outlets:

- (i) TMT - Bars & Coils;
- (ii) GP Sheets/Coils & GC Sheets;
- (iii) Small quantity of Hot Rolled/Cold Rolled Sheets and Light Structural can also be supplied.

[Translation]

Plantation Programme on Railway Land

1741. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to give special emphasis on the programme of plantation on Railway land;

(b) if so, the area of railway land in hectares where plantation has been undertaken during the current year and the number of saplings planted;

(c) whether any target for plantation programme has been fixed by the Railways for the current year; and

(d) if so, the details thereof?

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

(b) So far 45187 hectare of Railway land has been under plantation cover. Plantation is undertaken annually on the available vacant land and for this no separate area is earmarked. Over 3 lakhs (upto June, 2007) number of saplings have been planted in the current year.

(c) and (d) Yes, Sir. A target of 120 lakh saplings has been fixed for the current year.

[English]

Tourism Scheme—Chasing the Monsoon

1742. SHRI NAVEEN JINDAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has launched a new tourism scheme called "Chasing the Monsoon";

(b) if so, the details thereof;

(c) the monsoon destinations identified for this purpose;

(d) the steps being taken to popularize the scheme; and

(e) the number of tourists, both domestic and foreign, who have availed of this scheme so far?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (e) The Ministry of Tourism, Government of India promotes a number of tourism related themes including Monsoon Tourism through its Incredible India Media Campaign in the International markets as well as through the Indiatourism Offices abroad. There is no separate data regarding tourists who have come for Monsoon Tourism. However, a comparative statement of tourist arrivals in June/July during the past three years is as follows:

	June	July
2005	246970	307870
2006*	278370	337332
2007*	310104	377474

* Provisional Figure

[*Translation*]

Setting up of Heavy Industries

1743. SHRI PRABHUNATH SINGH:
SHRI RAYAPATI SAMBASIVA RAO:
SHRI GIRIDHARI YADAV:
PROF. PREM KUMAR DHUMAL:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government is considering to set up heavy industries in the country particularly in Bihar, Andhra Pradesh and Himachal Pradesh;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of heavy industries set up in the country during the last five years, State-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) and (b) There is no proposal under consideration of the Department of Heavy Industry to set up any new Central Public Sector Enterprise anywhere in the country.

(c) In the present day liberalized economic regime, Government encourages setting up of industries by the private sector.

(d) So far as the Department of Heavy Industry is concerned, no new Central Public Sector Enterprises has been set up in the country during the last five years.

[*English*]

Development of Memorials In Orissa

1744. SHRI B. MAHTAB: Will the Minister of CULTURE be pleased to state:

(a) whether Union Government received proposals by the State Government of Orissa to develop and upgrade memorials of seven eminent Freedom Fighters of the country in that State;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The Government has received proposals from State Government of Orissa for financial assistance for establishment of Memorial Museum of eminent Freedom Fighters of Orissa, which include:

1. National Memorial on Utkalmani Gopabandhu Das, Sakshigopal, Puri.
2. National Memorial of Utkal Gaurav Madhusudan Das, Cuttack.
3. Memorial on Bagha Jatin, Balasore.
4. Biju Patnaik Birth Place Museum & Library, Cuttack.

5. Memorial Museum at Khinda, (Sambalpur Distt.).
6. Memorial Museum at Ghens (Bargarh Distt.).
7. Memorial Museum at Simco (Sundargarh Distt.).

(c) Government of India has constituted a National Implementation Committee under the Chairmanship of Minister for Human Resource Development to chalk out the programmes/activities in commemoration of 150th Anniversary of First War of Independence 1857 and other related events. The Proposals at Serial No. 1 to 4 above, which were received from the Government of Orissa in relation to the commemoration of 150th Anniversary of First War of Independence 1857, were considered by this committee. The committee has taken a view that the State Government may take up these projects from their own resources. As regards proposals at Serial No. 5 to 7 above, the same have been received only recently and are under consideration.

First Aid Facility in Trains

1745. SHRI JASUBHAI DHANABHAI BARAD:
SHRI SURESH PRABHAKAR PRABHU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the first aid facility is not available in running trains as reported in the *Hindustan Times* dated July 8, 2007;

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

(c) the details of the trains in which first aid facilities are available and the trains in which first aid facilities are not available; and

(d) the corrective steps taken or likely to be taken by the Railways to provide first aid facility in all running trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) All Passenger carrying trains are provided with First Aid Boxes containing essential drugs and dressing materials and the First Aid Boxes are available with the Guards of all the trains. The frontline staff viz. Train Superintendents, Train Conductors, Travelling Ticket Examiners, etc. are also trained in rendering first aid.

In addition Augmented First Aid Boxes with wider range of medicines, disposable medical material, etc. have been provided with the Train Superintendents/Pantry Car Managers of Rajdhani/Shatabdi Express Trains and on nominated long distance Mail/Express trains. Services of doctors travelling as passengers are utilized to attend to passengers who are in need of urgent medical assistance. For this purpose the allopathic doctors travelling in such trains are provided with 10% concession in the train fare.

There is a very well developed system to send informations to the Station Managers where there is next scheduled halt of the train. The Station Managers have authority to call the Railway doctor/Govt. doctor/Private doctor to come to Railway Station and to attend the sick passengers travelling in the train. Necessary medical treatment is being provided. This is being used extensively at present. Trains can also make unscheduled halts, if necessary, at the stations en-route in extreme emergencies. The Station Managers have details of doctors, clinics & hospitals of Railways, Government and Private, in the vicinity of the station, so that their services could be requisitioned, in such situations. In addition, a database has also been developed regarding availability of the medical facilities of Railway, Government and Private Sector along railway tracks and at stations en-route, for providing emergency medical care to sick travelling passengers in the Trains and during Railway accidents.

As regards, the news published in *Hindustan Times* dated July 8, 2007, the matter has been enquired and enquiry reveals that the First Aid Box was available with the train Guard but the passenger was not ready to get first aid despite repeated efforts of the Travelling Ticket Examiner (T.T.E.) of the coach as the patient wanted the injection to be given first, as the finger was slightly crushed. The train was detained at Ghaziabad Railway Station for the First Aid where the Railway Doctor attended the patient and injection was given after complete First Aid.

Pricing of Gas by Reliance Industries Ltd. (RIL)

1746. DR. M. JAGANNATH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have appointed a Committee of Secretaries to look into the pricing of gas from Reliance Industries Ltd. (RIL) KG-D6 Block;

(b) if so, the time-frame by which the Committee would submit its Report;

(c) whether the Government of Andhra Pradesh has expressed their concerns and reservation to Union Government regarding market-determined pricing of gas by RIL; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Government had asked Cabinet Secretary to go into issues related to gas pricing. The Report has since been submitted.

(c) and (d) Yes, Sir. The Government has constituted an Empowered Group of Ministers (EGoM) to consider issues related to gas pricing under the NELP regime.

Regulatory Authority for Private Airlines

1747. SHRI J.M. AARON RASHID: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has decided to grant domestic airlines the freedom to change flight schedules and increase passenger fare and levy surcharges without the prior approval of Government;

(b) if so, the reasons for giving this freedom to private operators;

(c) whether the Government is considering constituting any Regulatory Authority on the lines of TRAI for private airlines;

(d) if so, the details thereof; and

(e) if not, reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) All airlines including private scheduled airlines submit flight schedule prepared by them to various owners of the airports like Airports Authority of India, Air Hqrs, Naval Hqrs., HAL Bangalore, Cochin International Airport Ltd. for time slot approval including Bureau of Civil Aviation Security. The flight schedules are finally approved by DGCA based on the approvals received from these agencies.

As regards passenger fares and surcharges, the domestic air fares are not regulated by the Government. Domestic airlines are free to charge air fares depending upon market forces.

(c) No, Sir.

(d) Does not arise.

(e) Civil aviation sector on transport side already has market based competition where fares, entry & exit of firms are market determined. Amongst airlines, their anti-competitive practices can be checked through competition laws of the country.

[Translation]

Facilities for Air Passengers

1748. SHRI V.K. THUMMAR:
SHRI TUKARAM GANPAT RAO RENGE
PATIL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is no basic facilities available to the passengers in case of cancellation of flights at certain airports;

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

(c) the steps taken/proposed to be taken by the Government for providing basic amenities at the airports in case of cancellation of flights; and

(d) the success achieved by the Government as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Basic facilities are provided at all airports from which scheduled flight are operated. Besides, in case of cancellations and delays, full service airlines provide adequate facilities to the passengers which include provision of food, hotel accommodation, conveyance, cash compensation, etc. Scheduled domestic airlines also have procedures to inform the passengers in advance and rescheduling them to next available flight.

All the airlines also refund the tickets as per their company policy.

*[English]***Delegation of Powers to AERA**

1749. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to delegate more powers to Airport Economic Regulatory Authority (AERA);

(b) if so, the details thereof;

(c) whether there are cases where order of the body are not complied by users; and

(d) if so, the extent to which such powers will be helpful in complying the orders of Authority?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) AERA has not yet been established.

Hence, do not arise.

*[Translation]***Production of Steel**

1750. SHRI DHARMENDRA PRADHAN:
DR. LAXMINARAYAN PANDEY:

Will the Minister of STEEL be pleased to state:

(a) whether the steel production is adversely affected due to mining operations being affected in the naxalite infested areas;

(b) if so, the details thereof;

(c) whether the Government has drawn up any plans to ensure that mining operations are carried out smoothly; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) and (b) The steel production in the country during 2006-07 has increased

as compared to production during 2005-06 as can be seen from below:

(Qty. in thousand tonnes)	
Year	Production of crude steel in India
2005-06	48460
2006-07 (Provisional)	50857

(Source: Joint Plant Committee)

Steel production of some of the customers of NMDC procuring iron ore from the Bailadila mines of NMDC located in the state of Chhattisgarh has been affected to some extent due to the disruption in mining activities and despatches of iron ore on account of Naxalite activities, in that state.

(c) and (d) Additional battalions of Central Paramilitary Forces(CPFs) and armed battalions from other states have been placed at the disposal of Chhattisgarh government. In addition, Central Government has sanctioned four India Reserve Battalions to the state, of which two battalions have already been raised. A Coordination Committee of Naxal affected states chaired by Home Secretary and a task force headed by Special Secretary(Internal Security), Government of India, which meets on monthly basis has been asked to regularly review the security of the Public Sector Units, particularly the mines located in the region, and take necessary steps to improve their security environment.

*[English]***Sinking of Supply Vessel**

1751. SHRI ANANDRAO VITHOBA ADSUL:
SHRI KISHANBHAI V. PATEL:
DR. LAXMINARAYAN PANDEY:
SHRI KIREN RIJU:
SHRI CHANDRA MANI TRIPATHI:
SHRI UDAY SINGH:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) Whether a supply vessel of flagship explorer ONGC sank recently off the Mumbai Coast as reported in the 'Times of India' dated July 10, 2007;

(b) If so, the exact number of employees of ONGC and other feared dead and the reasons behind sinking of the ship;

(c) The exact loss of life and property suffered to the Government as a result thereof;

(d) Its impact on ONGC's offshore operations; and

(e) The strategies formulated by the Government to check the reoccurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes sir. An offshore supply vessel of Oil & Natural Gas Corporation Limited (ONGC) namely Samudrika-10, under Operations & Maintenance Contract with M/s SICAL Logistics Limited sank on 9th July, 2007. All the crew members were employees of M/s SICAL Logistics and there were no ONGC employees on board. A total of 17 persons were on board out of which, 9 persons were rescued by ONGC. Six bodies were recovered and two are missing. The reasons for sinking are being investigated by Directorate General of Shipping.

(c) In addition to the loss of life, ONGC's cargo worth Rs 1.84 Crore sank along with the vessel.

(d) ONGC operates around 45-50 vessels to support offshore operations and as such the loss of one vessel has virtually no effect on the functioning of this magnitude.

(e) All the vessels deployed for offshore operations are certified by statutory authorities for their seaworthiness.

Development of Daringbari in Orissa

1752. SHRI SUGRIB SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received any proposals from the State Government of Orissa regarding development of Daringbari as a tourist spot during 2005-06 and 2006-07;

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

(c) the financial assistance provided for development of Daringbari so far?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) During 2006-07 one project proposal for development of Daringbari as a tourist spot has been received from Government of Orissa for an amount of Rs. 123.50 lakh. The project proposal was examined for providing Central Financial Assistance as per guidelines and found incomplete as details of cost estimates (components wise), undertaking etc. were not available. The Government of Orissa has been requested for the same but the documents have not been submitted so far.

Old Railway Bridges

1753. SHRI M. RAJA MOHAN REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has identified the old railway bridges which have outlived their lives:

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

(c) the action plan formulated to replace such bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The life of a Railway Bridge is not based on its age but on physical condition as ascertained by inspections. Rehabilitation/rebuilding/strengthening of Bridges is an ongoing process on Indian Railways. Railway undertakes repair, rehabilitation/rebuilding of bridges on the basis of their physical condition as ascertained during regular inspections carried out in the field and not on the basis of age. Based on such identification of Bridges, allotment of funds is made annually to carry out their rehabilitation/rebuilding/strengthening duly prioritizing the works as per requirement. In 2001-02, to clear the backlog of replacement of such identified Bridges on Indian Railways, 2370 Bridges were sanctioned for rehabilitation/rebuilding/strengthening at a cost of Rs. 1530 Crore under Special Railway Safety Fund (SRSF). Apart from SRSF, additional funds are also made available annually in Railway Budget to undertake rehabilitation/rebuilding/strengthening of fresh accruals of Bridge works mainly under Depreciation Reserve Fund (DRF).

During the current year i.e. 2007-08, a total of 1444 no. of Bridges have been targeted for rehabilitation/rebuilding/strengthening on all sixteen Zonal Railways. The

Zone-wise progress of Bridge works during last three years & targets for 2007-08 are given as under:

Railway	No. of Bridges rehabilitated/rebuilt/strengthened during			
	2004-05	2005-06	2006-07	2007-08 (Target)
Central	129	90	62	65
Eastern	96	126	106	127
East Central	66	57	47	61
East Coast	55	30	4.1	40
Northern	404	405	144	158
North Central	35	35	20	51
North Eastern	40	20	18	15
Northeast Frontier	112	125	80	123
North Western	90	73	65	70
Southern	68	81	104	122
South Central	155	77	80	91
South Eastern	60	33	39	64
South East Central	35	58	65	65
South Western	6	20	20	23
Western	140	126	128	240
West Central	88	75	95	129
Total	1579	1431	1114	1444

Heritage Sites Commission

1754. SHRI RAVI PRAKASH VERMA: Will the Minister of CULTURE be pleased to state:

(a) whether there is a proposal to set up a Heritage Sites Commission;

(b) if so, whether the Ministry of Law and Justice has raised objections to the proposed body's terms and conditions as appeared in 'The Times of India' dated June 7, 2007;

(c) if so, the reasons for raising the objections; and

(d) the steps taken by the Ministry of Culture to resolve these objections?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes Sir.

(b) to (d) The proposed draft Heritage Sites Commission Bill is presently under consideration in the Ministry of Law. Thereafter the Bill is to be approved by the Cabinet before introducing the same in Parliament.

Better Use of Food Processing Resources

1755. SHRI BALASHOWRY VALLABHANENI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether any request like abolition of Agricultural Produce Marketing Commission Act and taking other steps have been received to speed up the growth in the food processing industry;

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

(c) the steps taken or proposed to be taken for making better use of the food processing resources?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) The Government is aware of the fact that the Agricultural Produce Marketing (Development & Regulation) Act restricts the farmer's choice in selling their produce at the regulated markets limiting other marketing channels that could offer better returns to the farmers. In some cases restriction on direct sale to processors and other bulk buyers could lead to higher transaction cost.

The Government has, therefore, initiated steps for introducing reforms in agricultural marketing sector on the basis of suggested Model Act by suitably amending the respective State Agricultural Produce Marketing Regulation Acts. On the basis of the suggested Model Act, various State Governments have initiated reforms in the agricultural marketing sector by suitably amending the respective State level Acts. The major reforms sought to be introduced include, *inter-alia*, (i) enabling legal persons, growers and local authorities to establish new markets in any area, (ii) removing the restriction on the growers to sell their produce only through existing regulated markets, (iii) establishment of Direct Purchase Centres and Consumers'/Farmers' Markets for direct sale (iv) providing a separate provision for establishment of special markets for commodities like onions, fruits, vegetables, flowers etc., and (v) introducing an institutional support mechanism to contract-farming arrangements. The reforms would encourage a marketing regime, where there is fair competition, so that the farmers can gain from the options available and take their produce to the centres that offer the best prices and services. The contract-farming arrangements will provide an effective method of linking small farm sector to agro-processing industry and to sources for extension advice, seeds, credit card to assured and profitable markets.

In order to facilitate that the farm produce reaches both to the markets to meet the consumer demands and to the processing industry as raw material, thereby reducing wastages and better use of the farm produce, in the 11th Plan, the Ministry of Food Processing Industries will be implementing a revamped Scheme for Infrastructure Development. Under this scheme, financial

assistance will be given for setting up of Mega Food Parks, cold chain infrastructure, value added centres and packaging centres. The Mega Food Park Scheme will provide backward and forward linkages as well as reliable and sustainable supply chain. The Cluster based demand driven approach will provide linkages from farm to market with linkages from local to regional level through Collection Centre, Primary Processing Centre, Strategic Distribution Centre-cum-Cold Chain to be located at Airports, Ports, Railways, etc - having Controlled Atmosphere storage and distribution centres where large quantities can be stored and supplied to distribution centres for fresh sale and to processing industries for processing.

In the 11th Plan, it has also been proposed to continue assistance to schemes for setting up of Food Testing Labs, Implementation of Quality Systems such as HACCP, ISO 9000, GHP and GMP Practices, Promotion of Research and Development, Capacity building and Human Resource Development and other promotional activities with higher levels of assistance. In addition, a new scheme for Upgradation of Quality of street foods has also been proposed to be implemented.

Oil Refinery at Paradip

1756. SHRI ARJUN SETHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any oil refinery has been set up either in public/private sectors in the country to augment domestic supplies or to earn export earnings through retention of value additions during the last three years;

(b) if so, the details thereof;

(c) whether the Indian Oil Corporation Limited has taken any new initiatives to Commission 15-Million Metric Tonnes per annum Oil Refinery at Paradip in Orissa; and

(d) if so, the time by which the said refinery will be fully functional?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) A new refinery in private sector by Essar Oil Limited has been commissioned at Vadinar in Jamnagar in November, 2006 with an installed capacity of 10.5 million metric tonnes per annum (MTPA).

The refining capacity is more than the current consumption requirements. Higher refining capacity over and above domestic requirements boosts export earnings from export of petroleum products through value addition.

(c) and (d) Indian Oil Corporation Limited is setting up a new Refinery-cum-Petrochemicals Complex at Paradip in Orissa with an installed capacity of 15 MMTPA. The project is expected to be completed by October, 2011.

[Translation]

Promotion of Food Processing Industries

1757. SHRI PANKAJ CHOWDHARY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has formulated a new strategy to promote the food processing industry;

(b) if so, the details thereof;

(c) the target fixed for the Food Processing Industry under the said strategy; and

(d) the time by which the said target is likely to be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) A Vision Document 2015 on Food Processing Industries has been finalized by the Ministry of Food Processing Industries (MFPI), which envisages trebling the size of the processed food sector by increasing the level of processing of perishables from 6% to 20%, value addition from 20% to 35% and share in global food trade from 1.5% to 3% by 2015. To realize the vision, an estimated investment of Rs. 2.00 lakh crore will be required, out of which ten per cent would be from Government and the remaining would come equally from financial institutions and private investors/FDI.

The Cabinet has approved the integrated strategy for promotion of agribusiness-Vision, Strategy and Action Plan for the Food Processing Sector, based on the recommendations made by the Group of Ministers (GOM)

for growth of Food Processing Sector. The thrust areas identified for strategic intervention are as under:—

- (i) Establishment of Mega Food Parks in identified clusters with appropriate backward and forward linkages.
- (ii) Creation of integrated cold chains/value addition and preservation infrastructure.
- (iii) Modernization of abattoirs.
- (iv) Upgradation of hygienic and quality street food and food streets.
- (v) Establishment and Upgradation of quality control laboratories.
- (vi) Restructuring and strengthening of MFPI.
- (vii) Rationalizing tax structure.
- (viii) Incentivising FDI and private investment in infrastructure.
- (ix) Undertaking capacity building of small and unorganized sector.
- (x) Liberalized wine and beer policy.
- (xi) Launching a major promotional campaign for the food processing sector.
- (xii) Need for larger public investment for creation of critical rural infrastructure in food processing sector.

The strategic interventions required for the growth of the food processing sector have been included in the XI Plan proposals.

[English]

Expanding the list of Fertilizers Eligible for subsidy

1758. SHRI MOHAN RAWALE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state.

(a) whether the Government is considering an expansion in the list of fertilizers that are eligible for subsidy;

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

(c) the amount likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) Yes, Sir. The Government is considering including Mono-Ammonium Phosphate (MAP) and Triple Super Phosphate (TSP) in the list of fertilizers eligible for subsidy. The above fertilizers are being considered for inclusion in the subsidy regime to broad base the basket of phosphatic fertilizers.

(c) Inclusion of these fertilizers in the Concession Scheme as alternatives to DAP implies that use of MAP and TSP would have corresponding reduction in the use of DAP. As such, no additional, financial implication is expected.

Proposals for Development of Tourism from Various States

1759. SHRI HARIBHAU RATHOD:
SHRI SANJAY DHOTRE:
SHRIMATI BHAVANA PUNDALIKRAO
GAWALI:

Will the Minister of TOURISM be pleased to state:

(a) the State-wise details of the proposals submitted by various State Governments for development of tourism in their States;

(b) the State-wise details of proposals sanctioned out of them; and

(c) the present status of the sanctioned proposals?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Development and promotion of tourism is primarily the responsibility of the State Governments/Union Territory Administrations. However, the Ministry of Tourism extends Central Financial Assistance to all the State Governments/Union Territory Administrations for projects proposals submitted by them. The proposals that are complete in all respects are examined as per the Scheme guidelines and funds released on the basis of inter-se priority and availability of funds under the respective heads.

During the 10th Five Year Plan the Ministry of Tourism has sanctioned Rs. 2011.68 crore for 1160 projects to State Governments/Union Territory Administrations. The State-wise details of Central Financial Assistance sanctioned during the 10th Five Year Plan is enclosed as statement.

The implementation of projects is the responsibility of the State Governments/Union Territory Administrations. However, the Ministry of Tourism monitors the progress through review meetings held from time to time.

Statement

Funds Sanctioned and Released to the States for Development and Promotion of Tourism during the 10th Five Year Plan

Sl. No.	State	No. of Sanctioned projects	Sanctioned Amount	Released Amount
1	2	3	4	5
1.	Andaman and Nicobar	1	6.25	5.00
2.	Andhra Pradesh	33	8428.24	7024.90
3.	Arunachal Pradesh	39	6087.85	5141.17
4.	Assam	41	6635.61	5248.87
5.	Bihar	26	6632.44	4908.29
6.	Chandigarh	10	508.45	415.93

1	2	3	4	5
7.	Chattisgarh	37	7746.70	5452.25
8.	Dadar and Nagar Haveli	4	37.86	32.98
9.	Daman and Diu	9	581.85	489.01
10.	Delhi	45	7123.36	5709.07
11.	Goa	7	157.26	135.26
12.	Gujarat	25	3726.79	2669.92
13.	Haryana	44	4895.42	3527.75
14.	Himachal Pradesh	55	7134.19	5566.25
15.	Jammu and Kashmir	64	14020.86	10393.53
16.	Jharkhand	12	4280.44	3316.95
17.	Karnataka	47	9052.02	6421.04
18.	Kerala	61	13809.94	11008.30
19.	Lakshadweep	1	7.00	5.60
20.	Madhya Pradesh	62	9724.34	7799.25
21.	Maharashtra	52	8267.75	6751.27
22.	Manipur	17	1162.43	843.11
23.	Meghalaya	20	2668.69	2087.36
24.	Mizoram	30	6038.02	4786.98
25.	Nagaland	36	7441.48	6712.38
26.	Orissa	37	7235.39	5487.18
27.	Pondicherry	9	1685.16	1348.50
28.	Punjab	29	5544.82	3807.90
29.	Rajasthan	50	8183.85	6912.14
30.	Sikkim	49	7496.31	5869.61
31.	Tamil Nadu	62	10345.34	7895.37
32.	Tripura	21	1702.48	957.72
33.	Uttar Pradesh	44	9590.24	7863.17
34.	Uttaranchal	42	7673.42	6176.25
35.	West Bengal	39	5535.25	4161.07
Total		1160	201167.50	156911.33

*[Translation]***Relaxation in Garib Rath Trains**

1760. SHRI SUBHASH MAHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any special provision of relaxation regarding rail journey for poor people in "Garib Rath" trains;

(b) if so, the details thereof;

(c) whether sufficient number of general and sleeper coaches are attached with said trains; and

(d) if so, the details thereof, train-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) The fares of Airconditioned (AC) 3-tier and AC Chair Car classes in Garib Rath Trains have been kept substantially lower than the fares for these classes in normal mail and express trains by approximately 37% to 50% in AC 3-tier and 34% to 45% in AC Chair Car.

(c) and (d) There are no general class coaches and sleeper class coaches in Garib Rath trains. Garib Rath trains are fully air-conditioned with A.C. Chair Cars and A.C. three tier coaches in the composition.

*[English]***Medical Facilities at Railway Stations**

1761. SHRI DUSHYANT SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to provide emergency medical facilities to the passengers at major railway stations in various zones;

(b) if so, the details and the steps taken in this regard;

(c) whether any such facility has been provided in any zone coming under the State of Rajasthan; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (d) As a pilot project, emergency medical facilities at selected nine railway

stations over Indian Railways was proposed in the year 2000, whereby licensees were required to engage a doctor at these chemist shops. These nine stations do not include any station falling in the state of Rajasthan. Outcome of this project was not encouraging.

However, first-aid boxes are available at railway stations with Station Managers, Station Masters, Assistant Station Masters and Station Superintendents. Besides this, stretchers and wheel chairs are also available at the major stations.

There is a very well developed system to send information to the Station Managers where there is next scheduled halt of the train. The Station Managers have authority to call the Railway doctor/Government doctor/Private doctor to come to Railway Station and to attend the sick passengers travelling in the train.

*[Translation]***Outstanding Payment of Employees in PSUs**

1762. SHRI SANTOSH GANGWAR
SHRI DALPAT SINGH PARSTE
SHRI BRAJA KISHORE TRIPATHY
SHRI SUNIL KHAN

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the amount of outstanding payment of employees engaged in Public Sector Undertakings(PSUs) alongwith the names of the undertakings against which the outstanding payment of the employees is due;

(b) whether the Government has formulated any scheme to ensure the payment of the outstanding amount;

(c) if so, the time by which the payment proposed to be made; and

(d) if not, the reasons therefor?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) to (d) CPSEs are expected to pay the wages/salaries and statutory dues to their employees regularly out of their own resources. Government, however, provides financial assistance by way of non-plan loan to certain CPSEs to supplement their efforts for payment of wages

and salaries and statutory dues when they are unable to generate enough resources.

As per information available, during 2004-05 and 2005-06, Government sanctioned Rs. 1804.21 crores for

payment of wages and salary and statutory dues to sick/loss making CPSE as given in Statement-I. During 2006-07 Government sanctioned Rs. 305.51 crores as given in Statement-II.

Statement I

Budgetary Support for Wages/Salary & Statutory Dues

(Rs. in crores)

Sl. No.	Ministry/ Department	CPSE	Wages/Salary		Total	Statutory Dues		Total Grand	Total
			2004-05	2005-06		2004-05	2005-06		
1	2	3	4	5	6	7	8	9	10
1.	Department of Agriculture & Cooperation	State Farms Corporation of India Ltd.	—	—	—	32.76	10.00	42.76	42.76
2.	Department of Chemicals & Petrochemicals	Hindustan Antibiotics Ltd.	4.50	—	4.50	—	18.80	18.80	23.30
3.		Bengal Chemicals & Pharm. Ltd.	—	0.61	0.61	—	5.00	5.00	5.61
4.	Department of Heavy Industries	Andrew Yule & Co. Ltd.	—	—	0.00	32.12	7.22	39.34	39.34
5.		Bharat Heavy Plates & Vessels Ltd.	18.15	23.40	41.55	27.57	15.60	43.17	84.72
6.		Bharat Ophthalmic Glass Ltd.	1.23	2.10	3.33	0.72	0.18	0.90	4.23
7.		Bharat Pumps & Compressors Ltd.	2.06	1.84	3.90	12.01	3.41	15.42	19.32
8.		Bharat Wagon Engg. Co.	5.78	5.42	11.20	3.32	0.70	4.02	15.22
9.		Hindustan Cables Ltd.	34.27	62.79	97.06	70.84	25.75	96.59	193.65
10.		Hindustan Photofilms Mfg. Co. Ltd.	1.71	8.81	10.52	1.35	4.17	5.52	16.04
11.		HMT Watches	15.72	31.88	47.60	14.71	4.51	19.22	66.82
12.		Instrumentation Ltd.	7.32	1.46	8.78	26.32	0.68	27.00	35.78
13.		National Instruments Ltd.	2.48	0.58	3.06	1.42	0.13	1.55	4.61
14.		NEPA Ltd.	5.34	7.67	13.01	7.52	6.34	13.86	26.87
15.		Praga Tools Ltd.	2.21	2.56	4.77	0.76	—	0.76	5.53
16.		Triveni Structurals Ltd.	6.52	1.63	8.15	11.28	1.15	12.43	20.58

1	2	3	4	5	6	7	8	9	10
17.		Tungabhadra Steel Products Ltd.	3.76	2.48	6.24	1.30	0.54	1.84	8.08
18.		Richardson & Cruddas	0.74	—	0.74	0.87	—	0.87	1.61
19.		Cement Corporation of India	6.61	—	6.61	4.94	—	4.94	11.55
20.		Burn Standard Co. Ltd.	0.60	1.85	2.45	3.67	0.10	3.77	6.22
21.		Braithwaite & Co. Ltd.	—	—	0.00	1.11	—	1.11	1.11
22.		HMT Holding Co.	—	—	0.00	6.65	—	6.65	6.65
23.		HMT Machines Tools Ltd.	1.69	—	1.69	36.59	5.62	42.21	43.90
24.		HMT Bearing Ltd.	—	—	0.00	1.42	—	1.42	1.42
25.		HMT Chinai Watches*	4.99	3.15	8.14	0.04	1.10	1.14	9.28
26.		Tyre Corpn. of India Ltd.	—	—	0.00	4.07	—	4.07	4.07
27.		Heavy Engineering Corpn.	12.25	—	12.25	113.40	—	113.40	125.65
28.	Ministry of Shipping	Central Inland Water Transport Corpn. Ltd	12.00	18.00	30.00	—	44.53	44.53	74.53
29.	Ministry of Steel	Hindustan Steelworks Construction Ltd.	71.89	—	71.89	—	—	0.00	71.89
30.	Ministry of Textiles	National Textiles Corporation	257.17	264.00	521.17	—	—	—	521.17
31.		British India Corporation Ltd.	18.00	18.00	36.00	—	—	—	36.00
32.		Bird Jute & Export Ltd.	0.35	4.85	5.20	—	—	—	5.20
33.		National Jute Mfg. Corporation Ltd.	112.00	159.50	271.50	—	—	—	271.50
Grand total			609.34	622.58	1231.92	416.76	155.53	572.29	1804.21

*In addition, an amount of Rs. 8.83 crore was separately approved in 2005-06.

Statement II

Budgetary support for wages/salary and statutory dues during 2006-07

Sl.No.	CPSE	Amount sanctioned (Rs. in crore)
1	2	3
1.	Bharat Heavy Plates & Vessels Ltd.	1.01
2.	Andrew Yule & Co. Ltd.	27.65
3.	Burn Standard Co. Ltd.	1.95
4.	Bharat Wagon & Engg. Ltd.	8.38
5.	Hindustan Cables Ltd.	71.04

1	2	3
6.	HMT (MT) Ltd.	13.92
7.	HMT Watches Ltd.	40.47
8.	Hindustan Photofilm Co. Ltd.	13.12
9.	HMT (Holding) Co.	11.61
10.	HMT (Chinar) Ltd.	12.61
11.	Instrumentation Ltd.	14.27
12.	NEPA Ltd.	11.94
13.	National Instrumentation Ltd.	0.67
14.	Triveni Structurals Ltd.	4.87
15.	Tungabhadra Steel Products Ltd.	4.30
16.	National Projects Construction Corpn. Ltd.	15.80
17.	Bharat Refractories	30.46
18.	Hindustan Steel Works	21.44
Total		305.51

*English]***Sale of Railway Tickets**

1763. SHRI EKNATH MAHADEO GAIKWAD:
SHRIMATI NIVEDITA MANE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have proposals to sell railway tickets other than from Railway Reservation Centres;

(b) if so, the details thereof;

(c) the benefit that the Railways will generate from the above proposals;

(d) the likely expenditure involved in these proposals; and

(e) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) Selling of Reserved Railway tickets through outside agencies is not a new phenomenon. In past also Railways have been selling reserved railway tickets through some Out Agencies, who have been provided with some reservation quota. However, in recent past following steps have been taken in this direction:-

(1) Indian Railways have authorised Indian Railway Catering & Tourism Corporation (IRCTC) for issuing of e-tickets, who in turn have authorised following agencies for issue of e-tickets:

(i) Rail Travellers Service Agents (RTSAs).

(ii) General Sales Agents (GSAs), all members of India Association of Tour Operators (IATA) and Traveller Agents of India (TAI).

(iii) Through petrol pumps of Bharat Petroleum Corporation Ltd. (BPCL).

(iv) e-seva centres of Andhra Pradesh Government, Bangalore - 1 centre of Karnataka Government and at office of Districts Magistrate/Deputy Commissioner of Nawa Sahar and Kapurthala.

(2) In addition, Memorandum of Understanding (MoUs) have been signed with banks for installation of Automated Teller Machines (ATMs) at various locations of Indian Railways with facility to issue e-tickets at major stations.

(3) MoU has also been signed with Department of Posts for selling of reserved railway tickets through computerised Passenger Railway System terminals provided in Post Offices.

(c) It is expected to reduce queue lengths at the ticket counters and make it easily available to the people.

(d) In case of issuing of e-tickets, IRCTC has incurred expenditure on developing of software, installation of hardware, as well as maintenance and upgradation of the same. As regard Post Offices, Railways will bear the cost of providing hardware, communication equipment and communication channels.

(e) The facility of issuing e-tickets as mentioned above has already been provided. In case of Banks and Post Offices, the MoUs have been signed for a period of five years and this facility will be provided during this period.

Increase in Pipeline Capacity By IOC

1764. SHRIMATI NIVEDITA MANE:

SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether IOC plans to increase pipeline capacity in current year;

(b) if so, the details thereof;

(c) the expenditure involved therein; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Yes Sir, Indian Oil Corporation (IOC) plans to increase pipeline capacity from 61.718 million metric tonnes per annum (MMTPA) as on 31.3.2007 to 75.480 MMTPA by 31.3.2008. The details are as follows:

Sl. No.	Pipeline Name	Increase in capacity (MMTPA)	Approved Cost (Rs. in crores)
1.	Paradip-Haldia Crude Oil Pipeline	11.000	1178.00
2.	Koyali-Ratlam Product Pipeline	2.000	224.69
3.	Aviation Turbine Fuel (ATF) Pipeline from CPCL to Chennai, Air Force Station (AFS)	0.180	48.58
4.	Augmentation of Bongaingaon-Siliguri Section of Guwahati-Siliguri Pipeline (GSPL)	0.582	28.61

It is not the Government but the concerned Public Sector Undertaking which decides on the increase in the capacity of the pipeline based on commercial considerations.

Pune Airport

1765. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be Pleased to state:

(a) the progress of renovation work being carried out at Pune Airport;

(b) the further improvements and facilities are contemplated to be introduced at the Pune Airport; and

(c) the manner in which the Pune Airport runway is being made safe for air traffic?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Expansion on city side/air side and modification to Terminal Building have been completed at Pune airport and put into operation in November, 2006. Lateral expansion of Terminal Building, development of car park

and allied aviation infrastructure are also planned subject to availability of land from Indian Air Force (IAF).

(c) Pune airport belongs to Indian Air Force. Air Force is taking up runway strengthening and resurfacing work, shortly, which is likely to be completed by April, 2008.

Courses in Architectural Restoration

1766. SHRI VIJOY KRISHNA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government proposes to upgrade architectural restoration of architectural sites as a distinct discipline to restore archaeological sites;

(b) if so, the details of the institutions offering such courses in architectural restoration of archaeological sites;

(c) whether ASI has entered into academic exchanges with institutions of repute in the field of architectural restoration of historical buildings; and

(d) if so, the details of such exchanges?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Currently, the Institute of Archaeology offers a two years Post Graduate Diploma in Archaeology, which include subjects on structural conservation and chemical preservation with professional field trainings in these subjects. There is no proposal at present to upgrade the diploma course to a degree or a distinct discipline.

Several other Institutes including School of Planning & Architecture, New Delhi, Chandigarh College of Architecture, Chandigarh, Singhad College of Architecture, Pune offer courses in Architectural conservation at Post Graduate level.

(c) and (d) The Archaeological Survey of India obtains expertise from several institutions of repute such as Central Building Research Institute, Roorkee, Structural Engineering Research Center, Ghaziabad, National Geophysical Research Institute, Hyderabad, National Remote Sensing Agency, Hyderabad, Earthquake Engineering Institute, Roorkee, Survey of India, Indian Institute of Technology, Chennai, National Research

Laboratory for Cultural Property, Lucknow, etc. as and when necessary for conservation of monuments from time to time. However, currently the Institute of Archaeology has not entered into any formal agreements for academic exchange with any institution in the field of architectural restoration.

Promotion of Religious Tourism

1767. SHRI ANWAR HUSSAIN: Will the Minister of TOURISM be pleased to state:

(a) whether the Government proposes to promote religious tourism in the country particularly in North Eastern States;

(b) if so, the details of the schemes formulated in this regard;

(c) whether any survey has been undertaken with regard to important monuments/religious sites of Hindus, Muslims, Jains and Buddhists in the North East; and

(d) if so, the details thereof and action taken thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI) (a) and (b) Development and promotion of tourism is primarily the responsibility of the State Governments/UT Administrations. Ministry of Tourism, Government of India provides Central Financial Assistance (CFA) for tourism related projects at tourist destinations and circuits including religious places under the following schemes:

- (i) Product/Infrastructure Development for Destinations and Circuits
- (ii) Information Technology
- (iii) Fairs/Festivals/Events
- (iv) Large Revenue Generating Projects

A statement showing details of funds sanctioned to the North East States during the 10th Plan is enclosed.

(c) No, Sir.

(d) Does not arise.

Statement***Central Financial Assistance Sanctioned during 10th Plan to North-east States.***

Rs. In Lakhs

Sl.No.	Name of the State	Amount Sanctioned
1.	Arunachal Pradesh	5905.73
2.	Assam	6405.53
3.	Manipur	1016.37
4.	Meghalaya	2545.40
5.	Mizoram	6038.02
6.	Nagaland	7391.48
7.	Sikkim	7426.31
8.	Tripura	1589.56

Task Force on Approach Landing and Accident Reduction Procedure

1768. SHRI SURESH PRABHAKAR PRABHU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Union Government have received the report of the Task Force set up by the Directorate General of Civil Aviation (DGCA) on the Approach Landing and Accident Reduction Procedure;

(b) if so, the findings of the report; and

(c) the action taken by the Government on the findings of the report?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Approach and Landing Accident Reduction (ALAR) Implementation Task Force was constituted by Directorate General of Civil Aviation (DGCA) to review the ALAR Tool Kit developed by Flight Safety Foundation (FSF) of International Civil Aviation Organisation (ICAO) and make recommendations on the utilisation of Tool Kit in India. Though the Committee did not submit any report, however, the recommendations of FSF have been reviewed and directly implemented, through all the Scheduled Operators. Based on these recommendations, the ALAR India Tool Kit Circular was issued to all Scheduled Operators by

DGCA to ensure that ALAR Training/Safety Recommendations and Procedures are incorporated in their Standard Operating Procedures and Training Manual. The necessary provisions have been incorporated by the operators.

*[Translation]***Food Processing Industries In Jharkhand**

1769. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the total number of food processing industries (FPIs) in Jharkhand;

(b) the total number of projects pertaining to Food Processing Industries accorded approval for different States including Jharkhand and Uttar Pradesh during the year 2006-07; and

(c) the total number of foreign companies engaged in the food processing industry in the country?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to implementing agencies/entrepreneurs for Technology Upgradation/Modernization/Establishment of Food Processing Units. Food Processing Industries are both in organized and unorganized sectors and as such data of food processing units in the country, including that of Jharkhand, is not centrally maintained. During the Tenth Plan period, namely, 2002-03 to 2006-07, 40 applications claiming grant for Setting Up/Expansion/Modernization of Food Processing Industries in Jharkhand have been received in the Ministry.

(b) The total number of projects pertaining to Food Processing Industries accorded approval for Jharkhand and Uttar Pradesh during the year 2006-07 is as below:

State	No. of Approved cases
Jharkhand	5
Uttar Pradesh	55

(c) According to information of Department of Industrial Policy & Promotion, 286 foreign companies have

invested in India in the food processing sector from April 2000 to September 2006.

\$/bbl

Profit Earned by Private/Public Sector

1770. SHRI RAMJILAL SUMAN:
SHRI SURAJ SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the rate of profit of crude oil processing industries operating in the private sector and public sector in our country is different;

(b) if so, per barrel amount of profit of crude processing industry operating in both the sectors, in the first quarter of year 2007-2008;

(c) the per barrel maximum profit of the public sector crude processing industry during the last two years; and

(d) the steps taken by the Government to do away with the difference of profit of crude processing industry of both sectors ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir.

(b) The Gross Refining Margin (GRM) per barrel on crude processing in Public Sector Refineries in the 1st quarter of year 2007-2008 is enclosed statement.

Reliance Industries Limited, a Private Sector Refinery, has reported a GRM of 15.40 \$/bbl for the 1st quarter of 2007-2008 for their Jamnagar Refinery.

(c) Numaligarh Refinery Ltd., a Public Sector Refinery, has earned per barrel maximum GRM, during the last 2 years as under:

2005-06	10.01	\$/bbl*
2006-07	11.35	\$/bbl*

*includes excise duty concessions for North-East Refineries

(d) Government has dismantled Administered Pricing Mechanism (APM) for refineries effective 01.04.98 and the refineries are getting margins based on international prices.

April-June 2007

IOC	
Guwahati	18.07
Barauni	5.17
Gujarat	10.77
Haldia	8.62
Mathura	13.96
Panipat	11.09
Digboi	28.39
IOC Refineries	10.70
HPCL -Mumbai Refinery	9.04
HPCL -Vishakh Refinery	7.80
BPCL- Mumbai Refinery	6.50
BPCL-Kochi Refinery	7.97
CPCL	8.76
NRL	6.04
BRPL	16.80
MRPL	8.27

[English]

Hike in Air Fare

1771. SHRI N.N. KRISHNADAS: Will the Minister of CIVIL AVIATION be Pleased to state:

(a) whether the public sector airlines companies have raised the ticket charges between India and foreign destinations especially to Middle East;

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

(c) whether there is any mechanism to review or rationalise the ticket charges of public and private sector; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b)

During peak season from 15th August to 15th September, all airlines including Indian carriers charge high season fares on the India - Gulf route. The pricing in India - Gulf route is highly dynamic and the markets are price sensitive. The Indian carriers also adjust their fares based on the market; requirements.

(c) and (d) Since tariffs have been deregulated in India, the Government has no role in the matter.

Monitoring Authority for Historical Sites

1772. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CULTURE be pleased to state:

(a) whether there is any concrete programme or authority to monitor protection of historical sites in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether any report on the protection of monument has been submitted earlier by any authority;

(e) if so, the details thereof; and

(f) the action taken on such a report?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Yes, Sir. Under the provision of Section 4 of the Ancient Monuments and Archaeological Sites and Remains Act, 1958; ancient monuments, archaeological sites and remains which are of historical, archaeological or artistic interest and which have been in existence for not less than 100 years can be declared by Archaeological Survey of India as monuments of national importance through notification in the official gazette of India. The Archaeological Survey of India (ASI) looks after the maintenance, conservation and preservation of the protected monuments in accordance with archaeological norms, subject to availability of resources. Currently 3667 monuments are protected and maintained by ASI.

(d) to (f) Yes, Sir. An expert group headed by Shri Ram Niwas Mirdha, Hon'ble Member of Parliament submitted a report on Archaeology in 1984 in this report, out of 81 recommendations, 54 have been implemented. The details of the important recommendations are enclosed as statement.

DETAILS OF IMPORTANT RECOMMENDATIONS OF THE MIRDHA COMMITTEE

1. The Archaeological Survey of India should be awarded the status of a scientific and technical institution enjoying autonomy in its functioning.
2. Voluntary contribution from the public in preservation of national monuments should be encouraged and such contribution should be exempted from Income Tax.
3. The existing budget allocation for exploration and excavation should be raised.
4. Steps should be taken to develop under water archaeology.
5. An integrated approach should be developed for preservation of monuments and protection of the environment of the monuments.
6. Conservation of the excavated remains should be given importance.
7. Regular inspection of monuments should be ensured by Circles and Directorate.
8. Light and sound and floodlighting should be promoted in respect of monuments which are to be projected as landmark during the night.
9. State Governments should be urged to lay pucca roads to the monuments.
10. More monuments should be brought under the category of entrance fee.
11. Landscaping and horticulture operations should be undertaken to ensure all round development of the monuments.
12. The School of Archaeology should be upgraded as Institute of Archaeology.

Compensation to Victims of Samjhauta Express Fire Incident

1773. SHRI MADAN LAL SHARMA:
PROF. M. RAMADASS:
SHRI AVINASH RAI KHANNA:

Will the Minister of RAILWAYS be please to state:

(a) whether the Railways are aware that victims of Samjhauta Express fire incident have not been given compensation so far as reported in the *Hindustan* dated July 11, 2007;

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

(c) the details of applications received by Railway Claims Tribunal so far alongwith number of applications disposed of so far and amount of compensation paid thereon;

(d) the details of applications for compensation claims still pending before Railway Claims Tribunal (RCT);

(e) the reasons for delay in disposal of such pending cases and the time by which pending cases are likely to be disposed of; and

(f) the number of deceased persons whose dependent were provided employment and the number of cases/claims pending in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) In the Samjhauta Express fire incident, 68 passengers had lost their lives

and 12 were injured. All the injured passengers have been paid ex-gratia. Of the deceased, 52 have been identified which include 42 Pakistani Nationals and 10 Indian Nationals. Ex-gratia payment of Rs. 10 lakh has been made to next of kin of each of the 10 identified Indians. Ex-gratia of Rs. 10 lakh has also been made to next of kin of 25 Pakistani nationals. Remaining 17 are under process of payment by the Indian High Commission in Islamabad. Ex-gratia payment in case of 16 deceased passenger can be made only after their identification.

Compensation is an amount paid in addition to the exgratia already given. The amount of compensation in case of death is Rs 4 lakhs and in case of injury, between Rs. 32 thousand and Rs. 4 lakhs depending upon the gravity of the injury Compensation is paid only after a decree is awarded on a claim filed in this regard in Railway Claims Tribunal.

(c) and (d) So far, only 10 claims have been filed by dependents of victims of the Samjhauta Express fire incident. These cases have been listed for hearing in the Railway Claims Tribunal. The names and addresses of the deceased persons and their compensation claimants respectively are as under:

S.No.	Name and address of the deceased	Name and address of the claimant
1	2	3
1.	Sakina Begum w/o Shri Yusuf Khan H.No. 1338, Gali No. 43 Seelampur, Zafarabad, Delhi	Shri Yusuf Khan H.No. 1338, Gali No. 43 Seelampur, Zafarabad, Delhi
2.	Kashmir Singh, ASI/RPF Mohkamawal Firozshaha, Firozpur	Smt. Manjeet Kaur (wife) Mohkamawal Firozshaha, Firozpur
3.	Rajendra Pal., Constable/RPF, Kadia Gujra PS Dera Baba Nanak, Gurdaspur	Smt. Kamlesh Kaur (wife) Kadia Gujra PS Dera Baba Nanak, Gurdaspur
4.	Tasleem Khan Mohalla Chudipada Sind Hyderabad (Pakistan)	Shri Mohd. Mohsin (son) G-154, Mohalla Siddique Akabar Road, Illyasibad, Hyderabad (Pakistan)
5.	Nafisa Begum Mohalla Chudipada Sind Hyderabad (Pakistan)	Shri Mohd. Mohsin (son) G-154, Mohalla Siddique Akbar Road, Illyasibad, Hyderabad (Pakistan)

1	2	3
6.	Mehreen Khan Mohalla Chudipada Sind Hyderabad (Pakistan)	Shri Mohd. Mohsin (son) G-154, Mohalla Siddique Akbar Road, Illyasibad, Hyderabad (Pakistan)
7.	Rool Amin Mohalla Chudipada Sind Hyderabad (Pakistan)	Shri Mohd. Mohsin (son) G-154, Mohalla Siddique Akbar Road, Illyasibad, Hyderabad (Pakistan)
8.	Mohd Sajid Mohalla Chudipada Sind Hyderabad (Pakistan)	Shri Mohd. Mohsin (son) G-154, Mohalla Siddique Akbar Road, Illyasibad, Hyderabad (Pakistan)
9.	Lalit Kumar TTE/Delhi s-2/22, Old Mahavir Nagar Near Tilak Nagar, Delhi	Smt. Anita (wife) S-2/22, Old Mahavir Nagar Near Tilak Nagar, Delhi.
10.	Smt. Bano, H No. 901 Delhi Gate Aligarh	Shri Neki (Husband) H No. 901 Delhi Gate Aligarh. Shri Shamshad (Son) H.No. 1004/8, Makhi Sarai, Subzimandi, Shahdara.

(e) All the cases have been filed recently and are at initial stage of proceeding. Hence, it is not possible to fix specific time frame for their disposal.

(f) Extant rules do not provide for employment to the dependents of victims of Railway accidents.

[*Translation*]

Subsidy to Farmers

1774. SHRI BHANU PRATAP SINGH VERMA:
SHRI K.J.S.P. REDDY:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has chalked out new formula for providing fertilizers subsidy to farmers directly;

(b) if so, the manner in which the subsidy would be related to the application of technology under the Radio Frequencies Identification Device (RFID) and the time by when it is likely to be implemented;

(c) the details of the awareness programmes organized or any training provided to the farmers for the use/application of this device;

(d) whether the Government proposes to cut down the subsidy through this method;

(e) if so, the details thereof;

(f) the basis on which the subsidy would be provided on minor nutrients like Nitrogen, Phosphorus, Potash, Sulphur and Zinc Calcium etc.;

(g) whether any prior assessment has been done with regard to effect on the productivity of crops as a result thereof; and

(h) the States where the said scheme is proposed to be implemented initially?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) No, Sir.

(b) to (h) Do not arise.

*[English]***Import of Phos Acid and Muriate of Potash**

1775. SHRI SUBRATA BOSE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has imported Phos Acid and Muriate of Potash during each of the last three years and the current financial year;

(b) if so, the details thereof along with rates and name of the countries;

(c) the subsidy provided to each of the importer company during the said period;

(d) whether the farmers also get the benefit of the subsidy on these fertilizers; and

(e) if so, the details thereof

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B. K. HANDIQUE): (a) and (b) Phos

Acid and Muriate of Potash are decontrolled intermediates/ fertilizers. As such, Government does not import these intermediates/finished products and the respective manufacturers/importers import them. There has been no import of Phos Acid and Muriate of Potash on Government account during the last three years.

The details of imports of Phos Acid by importers / manufacturers in recent years is placed at statement 'A'. The details of Muriate of Potash imported in recent years is at statement 'B'.

(c) The subsidy provided to each of the importer company during the said period is at statement C.

(d) and (e) Under the Concession Scheme, the manufacturers/importers are required to sell the decontrolled Phosphatic and Potassic fertilizers at the MRP indicated by the Department of Fertilizers which is below the normative delivered cost of production/import. The difference between the MRP and the normative delivered cost is provided to the manufacturers/importers in the form of concession/subsidy. Since the farmers are getting fertilizers at fixed prices irrespective of input costs or price at which fertilizers are imported, they are directly benefiting from the current subsidy/Concession Scheme.

Statement A*Country wise Phosphoric Acid Import Summary for Last Three Years*

Country from where imported	2004-05		2005-06		2006-07	
	Quantity imported (MT)	Rate PMT US\$	Quantity imported (MT)	Rate PMT US\$	Quantity imported (MT)	Rate PMT US\$
1	2	3	4	5	6	7
Indian JVs	0	0	7371.24	435.76	11686.31	485.14
CIS	5680.5	397.85	0		0	
Israel	29368	362.4	0		57093.45	457.65
Jordan	219810.24	391.81	195664	441.05	164805.76	459.87
Lebanon	23102.58	385.13	11589.96	429.64	12012.82	456.75
Morocco	895442.76	396.31	1050768.1	443.75	1019625.68	462.9
Saudi Arabia	0		7194.39	445.84	0	
Senegal	460408.45	388.32	384233.84	438.63	123709.72	461.25

1	2	3	4	5	6	7
South Africa	466301.92	394.31	577358.51	444.74	414924.35	460.50
South Korea	7853	398.16	15129.44	452.24	14496.59	466.32
Tunisia	411545.84	398.69	393965	444.7	331368.67	461.64
USA	88111.36	393.1	144365.6	436.23	183237.4	460.15
Ukraine	10368	341.3	0		0	
Total	2617992.65	386.12	2787640.08	441.26	2332960.75	463.22
	Average			Average		Average

Statement B*Country-wise Murate of Potash Import Summary for Last Three Years*

Country from where imported	2004-05		2005-06		2006-07	
	Quantity imported (MT)	Rate PMT US\$	Quantity imported (MT)	Rate PMT US\$	Quantity imported (MT)	Rate PMT US\$
Arabian Gulf	0		2184	220	0	
Canada	645000		811560	214.65	691000	215.39
China	0		0		38000	220
CIS/Belarus/Russia	1536000		2357272	216.45	1707000	220
Germany	91000		142750	220	95000	220
Israel	640000		689382	221	467000	220
Japan	18000		0		0	
Jordan	479000		549496	229.33	368000	220
Singapore	0		43	220	0	
Spain	0		24821	220	81000	220
Total	3409000	215.13	4577508	220.18	3447000	219.34
	Average			Average		Average

Statement C*Details of Concession/Subsidy Released to Imported DAP/MOP for Last Three Years*

Name of entity	2004-05 Amt (Rs.)	2005-06 Amt (Rs.)	2006-07 Amt (Rs.)	2007-08* Amt (Rs.)
1	2	3	4	5
CFCL	41.27	127.9	75	16.99
CFL	39.32	58.2	97.68	19.53

1	2	3	4	5
Cargill	42.35	0	0	0
CIPL	0	0	0	0.04
Deepak	0.45	0.03	49.87	16.08
DIL	0.05	0.74	0.64	0
DMCC	0.15	0	0	0
Eid Paerry	0	0.02	0	0
FACT	5.11	0.99	0.02	13.61
GFCL	1.38	3.19	13.2508	3.13
GNVFC	17.34	71.64	160.21	82.9
GSFC	0.06	0	0.0013	0
IFFCO	22.98	169.7	414.6	41.27
INDO-GULF	0	0	2.86	0
IPL	685.36	979.8	1807.45	921.65
Kribhco	0	0	51.46	21.92
MCFL	0	0	11.52	11.08
MFL	2.14	8.84	0.27	0
MIPL	0	137.8	245.93	82.62
MMTC	5.35	0.61	1.781	0
NFCL	3.98	6.95	9.88	0
NFL	0	0.07	0	0
PPL	29.17	49.22	107.36	57.6
Rallies	0	0.53	0	0
RCF	48.29	82.7	110.46	74.23
RIL	0	1.51	0.21	0
SFC	135.92	175.09	304.9	79.29
SPIC	0.52	0.38	1.89	0
TCL	58.54	120.21	215.1	78.11
TFCL	0	0.65	0.38	0
ZIL	25.47	81.47	167.11	65.25
CIPL	0	18.76	0	0
Total	1165.18	2097.00	3649.953	1585.3

Note: * Up to 13/08/2007

Head of Account for MOP and DAP is the same

Recruitment of Group 'D' Posts in Hubli

1776. SHRI PRALHAD JOSHI:

SHRI MANJUNATH KUNNUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways has undertaken a massive drive for the recruitment of "D" group posts in all zones of the country;

(b) if so, the details of such recruitment of brief, Zone-wise;

(c) whether the Government has made any specific provision for larger representation for the local people of the zones in such recruitments;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, occurrence & filling up of vacancies is a continuous process and exercise is initiated by zonal railways from time to time for recruitment of manpower to fill up vacant posts.

(b) Nine zonal railways have issued notifications for recruitment of Group 'D' staff after delegation of powers to zonal railways for conducting recruitment themselves for the same. Zone-wise break-up of the posts notified is as follows:

(i) Central Railway	:	6413
(ii) Eastern Railway		5124
(iii) Northern Railway		8366
(iv) Western Railway		8250
(v) East Central Railway		7643
(vi) East Coast Railway		5200
(vii) North Western Railway		4787
(viii) South East Central Railway		3016
(ix) South Western Railway	:	4701

Two zonal railways viz. South East Central Railway & Western Railway have completed the recruitment

procedure and panels have been issued containing 2466 & 8109 names of candidates respectively whereas recruitment examination conducted by Northern Railway was cancelled.

(c) No, Sir.

(d) Does not arise.

(e) The vacancies to be filled cannot be specifically earmarked for local youths as extant procedure provides for giving wide publicity to the vacancies including publication in the Employment News etc. and all those who apply against such notifications are considered for recruitment on the Railways. This procedure is in conformity with the guidelines issued by Department of Personnel & Training pursuant to the directives of Hon'ble Supreme Court of India.

Development in South Western Railway

1777. SHRI MANJUNATH KUNNUR: Will the Minister of RAILWAYS be pleased to state:

(a) the details of development works carried out by the Railways in Hubli after the establishment of the South Western Railway; and

(b) the funds allocated for these works and the funds actually spent so far ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Development of infrastructure for South Western Railway, new Zone at Hubli at a cost of Rs.70.35 crores (approx.) is sanctioned. Apart from this other development works at Hubli costing Rs. 20 crore(approx.) are also sanctioned .

(i) As a part of the work of setting up of new railway zone at Hubli, Phase-I building to accommodate Zonal Head Quarter Office measuring 2000 sqm. has been completed. As a part of the work, 144 units of quarters for Railway staff have been constructed and another 350 units are in progress. Officers' Rest House and Subordinates Rest House have been built.

(ii) Modernization work of Hubli Railway Station platforms including improvements to passenger amenities & circulating area etc. has been completed at a cost of Rs.2 crore.

- (iii) Shifting of goods-shed from Hubli to Navalur for facilitating expansion of Hubli station complex at a cost of Rs. 11.6 crore is in progress.
- (iv) A new work for Hubli new Station Building and circulating area for expansion of station complex is sanctioned at a cost of Rs.4.1 crore in the current year. This work is planned for completion during the next financial year.
- (v) Creation of two additional platforms to cater to the needs of passengers at a cost of Rs. 1.5 crore is in progress.
- (b) An amount of Rs. 72.20 crore has been allocated for above various development works in Hubli between the year 2003 and 2007. So far, an amount of Rs. 69.87 crore has been spent on these works.

Formulations under Price Control

1778. SHRI RANEN BARMAN:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Ministry of Commerce and Industry has opposed the Department of Chemicals, move to bring 663 formulations under price control as part of National Pharmaceutical Policy ;

(b) if so, the detailed reasons cited by the Ministry of Commerce and Industry;

(c) whether the Government has prepared any plan to bridge the gap in view between the two Ministries;

(d) if so, the details thereof; and

(e) if not, the time by which the said issue is likely to be resolved?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) to (e) The draft National Pharmaceutical Policy, 2006 was prepared keeping in view the comments of various stakeholders including the Ministry of Commerce and Industry. Ministry of Commerce and Industry in its comments on the draft Note had observed, inter alia, that it would be better to have price monitoring mechanism for essential drugs

rather than extend the list of drugs under price control mechanism.

The Cabinet Note on proposed National Pharmaceuticals Policy, 2006 along with views of various Departments was placed before the Cabinet for its consideration/approval. The Cabinet considered the Policy in its meeting held on 11th January, 2007. It was decided that the matter, in the first instance, be considered by a Group of Ministers (GOM). The GOM has since been constituted. The First meeting of the GOM was held on 10.4.2007. The GOM after detailed discussions on various aspects of the Policy would make its recommendations to the Cabinet.

India Myanmar Gas Line

1779. SHRI CHENGARA SURENDRAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the proposal of the Union Government to construct an India Myanmar gas line through Bangladesh has been finalised;

(b) if so, whether the Government has fixed any time frame for commissioning the project; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir. India pursued the import of natural gas from A1 and A3 blocks in Myanmar. For evacuation of gas from Myanmar, initially, the option of laying a pipeline through Bangladesh was considered. However, owing to differences with Bangladesh, the alternative option of pipeline through north-eastern states of India, bypassing Bangladesh, had to be considered. Subsequently, Myanmar has taken a decision to sell the gas to China.

(b) and (c) Do not arise in view of reply of (a) above.

[Translation]

Surplus Funds of PSUs

1780. SHRI S.K. KHARVENTHAN:
SHRI SURESH PRABHAKAR PRABHU:
SHRI SURAJ SINGH:
SHRIMATI JYOTIRMOYEE SIKDAR:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether large number of Public Sector Undertakings (PSUs) have surplus funds in the last few years;

(b) if so, the details thereof during the last three years, PSU-wise;

(c) whether any scheme has been formulated by the Government for utilization of the said surplus funds;

(d) if so, the area/spheres/projects on which these PSUs have utilized this surplus funds during the last three years?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) and (b) As per Public Enterprises Survey, 2005-06, the Central Public Sector Enterprises (CPSEs) had a cash and bank balance of Rs. 1,50,680 crore, Rs. 1,29,428

crore and Rs. 84,979 crore as on 31.3.2006, 31.3.2005 and 31.3.2004 respectively. Detail of CPSEs having cash and bank balances of more than Rs. 100 crore, as on 31.3.2006, is enclosed as statement.

(c) and (d) Boards of concerned CPSEs take decision for deployment of surplus funds in specific areas as stipulated in the guidelines issued by the Government from time to time. Recently the Government have decided to allow Navratna and Miniratna CPSEs to invest their surplus funds in SEBI regulated public sector mutual funds subject to the condition that not more than 30% of the available surplus funds would be invested by these CPSEs in public sector equity mutual funds. Board of Directors of the CPSEs would decide the guidelines, procedures and management control systems for investment in public sector mutual funds in consultation with their administrative Ministries.

Statement

List of PSEs with Cash & Bank Balance more than 100 Cr. as on 31.3.2006

(Rs. in Crore)

Sl.No.	Name of The Company	2005-06	2004-05	2003-04
1	2	3	4	5
1.	Air India Ltd.	187.91	231.76	187.28
2.	Airports Authority Of India Ltd.	1551.39	1602.48	1250.63
3.	Antrix Corporation Ltd.	465.79	483.91	289.42
4.	Bharat Coking Coal Ltd.	613.74	247.89	41.76
5.	Bharat Dynamics Ltd.	1176.23	1001.28	1167.39
6.	Bharat Earth Movers Ltd.	380.00	396.29	507.95
7.	Bharat Electronics Ltd.	1831.41	1315.87	1434.52
8.	Bharat Heavy Electricals Ltd	4133.98	3177.86	2659.64
9.	Bharat Petroleum Corpn . Ltd.	492.10	352.39	626.61
10.	Bharat Sanchar Nigam Ltd.	30579.48	21931.13	11557.47
11.	Central Coalfields Ltd.	234.82	184.11	111.55
12.	Coal India Ltd.	2863.15	2532.64	1107.20
13.	Cochin Shipyard Ltd.	240.99	426.82	510.23

1	2	3	4	5
14.	Container Corporation of India Ltd.	676.34	549.85	598.98
15.	Cotton Corpn. of India Ltd.	172.42	26.53	17.41
16.	Dredging Corpn.of India Ltd.	472.14	402.66	360.92
17.	Eastern Coalfields Ltd.	1314.80	852.64	628.70
18.	Electronics Corpn. Of India Ltd.	189.41	225.70	211.82
19.	Engineering Projects (India) Ltd.	118.38	57.93	55.37
20.	Engineers India Ltd.	749.83	629.34	664.39
21.	Export Credit Guarantee Corpn.of India Ltd.	2487.74	2010.62	1696.77
22.	Gail (India) Ltd.	4495.94	3446.84	1567.95
23.	Garden Reach Shipbuilders & Engineers Ltd.	910.21	762.99	569.99
24.	Goa Shipyard Ltd.	243.75	110.61	136.45
25.	Heavy Engineering Corpn. Ltd.	114.95	21.83	21.04
26.	Hindustan Aeronautics Ltd.	11145.93	7479.60	4841.01
27.	Hindustan Copper Ltd.	130.33	7.55	17.03
28.	Hindustan Paper Corporation Ltd.	199.35	112.97	55.54
29.	Hindustan Shipyard Ltd.	184.20	27.52	36.75
30.	Hindustan Steel Works Costn. Ltd.	102.83	110.33	96.94
31.	Housing & Urban Dev. Corpn. Ltd.	1957.66	2074.50	1645.67
32.	HSCC (India) Ltd.	202.66	215.48	139.84
33.	ITI Ltd.	219.02	177.41	39.95
34.	India Tourism Dev. Corpn. Ltd.	168.80	131.82	93.62
35.	India Trade Promotion Organisation	378.97	317.37	249.92
36.	Indian Oil Corporation Ltd.	744.17	446.32	698.07
37.	Indian Railway Catering And Tourism Corpn. Ltd.	103.48	55.76	42.56
38.	Indian Railway Finance Corporation Ltd.	1299.46	951.53	636.84
39.	Indian Rare Earths Ltd.	186.45	173.14	128.51
40.	Indian Renewable Energy Devt. Agency Ltd.	1153.37	802.93	676.95
41.	Ircon International Ltd.	853.00	548.13	479.06
42.	Jute Corpn. Of India Ltd.	100.12	103.78	18.90

1	2	3	4	5
43.	Konkan Railway Corporation Ltd.	233.97	140.76	221.21
44.	Kudremukh Iron Ore Co. Ltd	1427.10	1307.26	602.65
45.	M M T C Ltd.	1405.17	4693.24	2818.79
46.	M S T C Ltd.	1015.53	1279.98	806.64
47.	Mahanadi Coalfields Ltd.	1897.55	1075.97	166.06
48.	Mahanagar Telephone Nigam Ltd.	2058.40	2517.40	2553.07
49.	Manganese Ore (India) Ltd.	218.14	172.69	71.35
50.	Mazagon Dock Ltd.	2692.62	2411.42	2230.49
51.	Mecon Ltd.	128.32	89.87	77.50
52.	Mishra Dhatu Nigam Ltd.	113.97	133.88	100.91
53.	Mumbai Railway Vikas Corporation Ltd.	184.68	283.61	136.78
54.	Narmada Hydroelectric Development Corpn. Ltd.	350.59	661.52	658.83
55.	National Aluminium Company Ltd.	2193.71	755.21	98.36
56.	National Bldg. Constrn. Corpn. Ltd.	635.43	498.00	318.39
57.	National Hydroelectric Power Corpn. Ltd.	542.20	311.68	174.37
58.	National Informatics Centre Services Incorporated	384.54	0.00	0.00
59.	National Mineral Development Corpn. Ltd.	3109.46	1904.82	1091.61
60.	National Projects Construction Corpn. Ltd.	121.49	78.05	31.13
61.	National Textile Corpn. (Holding Co.) Ltd.	2103.88	226.55	134.48
62.	Neyveli Lignite Corpn. Ltd.	2549.12	1968.69	1208.15
63.	North Eastern Electric Power Corporation Ltd.	112.87	261.89	185.18
64.	Northern Coalfields Ltd.	2428.74	863.82	60.21
65.	NTPC Ltd.	8471.41	6078.31	609.09
66.	Nuclear Power Corpn. of India Ltd.	3139.98	4642.82	5165.63
67.	Oil & Natural Gas Corporation Ltd.	8812.83	9466.86	8741.64
68.	Oil India Ltd.	3101.50	1864.04	1175.85
69.	ONGC Videsh Ltd.	164.25	373.15	380.30
70.	Pawan Hans Helicopters Ltd.	425.35	479.62	503.57
71.	Power Finance Corporation	364.84	338.37	353.02

1	2	3	4	5
72.	Power Grid Corporation of India Ltd.	589.05	603.97	775.45
73.	Rashtriya Ispat Nigam Ltd.	5621.70	3932.61	1359.71
74.	Rites Ltd.	266.77	208.28	139.28
75.	Rural Electrification Corpn. Ltd.	1913.64	485.46	76.10
76.	Satluj Jal Vidyut Nigam Ltd.	133.34	342.77	82.62
77.	Semi-conductor Complex Ltd.	111.38	32.66	47.47
78.	Shipping Corporation of India Ltd.	2097.33	1685.74	483.16
79.	South Eastern Coalfields Ltd.	2531.80	1443.86	477.87
80.	Steel Authority of India Ltd.	6172.64	6132.12	2017.16
81.	Telecommunications Consultants (India) Ltd.	122.38	223.42	239.62
82.	Uranium Corporation of India Ltd.	250.55	323.73	259.11
83.	Western Coalfields Ltd.	1513.75	761.61	340.22
Total		14753867	11797382	7485163

Facilities for Senior Citizens

1781. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government and State Governments provide various facilities for the senior citizens;

(b) if so, the details thereof;

(c) whether any mechanism has been evolved and put in place to ensure coordination, communication and join efforts between various departments of Union

Government and State Governments so that senior citizens have no problems and are provided with the required facilities; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Yes Sir. The details are given in the statement

(c) No, Sir.

(d) Does not arise.

Statement

Sl. No.	Name of the Min./Department	Facilities/Benefits given to Senior Citizens
1	2	3
1.	Ministry of Social Justice & Empowerment	Ministry of Social Justice & Empowerment is implementing following schemes for the benefit of Senior Citizens:

1	2	3
		<p>(a) An Integrated Programme for Older Persons (Plan Scheme) -Under this Scheme, financial assistance upto 90% of the project cost is provided to NGOs for establishing and maintaining Old Age Homes, Day Care Centres, Mobile Medicare Units and to provide non-institutional services to older persons.</p> <p>(b) The Scheme of Assistance to Panchayati Raj Institutions/Voluntary Organizations/Self Help Groups for Construction of Old Age Homes/Multi-Service Centres for older persons (Non Plan Scheme) - Under this Scheme, one time grant for construction of Old Age Homes/Multi-Service Centre is provided to non-governmental organizations on the recommendation of the State Governments/UT Administrations.</p>
2.	Ministry of Finance	<ol style="list-style-type: none"> 1. Threshold limit of exemption under Income tax up to an income of Rs. 1.95 lakh p.a. 2. Deduction in respect of medical insurance premium upto an maximum of Rs. 20,000 under Section 80D. 3. Higher rates of interest on saving schemes of senior citizens. 4. A Senior Citizens Savings Scheme offering higher rate of interest per annum on the deposits made by the senior citizens. 5. Exclusive Health Insurance Schemes through Public Sector Insurance Companies for senior citizens.
3.	Department of Telecommunications	<ol style="list-style-type: none"> 6. Priority is accorded to attend to the requests/complaints of senior citizens whenever they visit the offices of the BSNL. 7. Senior citizens are allowed to register telephone connection under N-OYT Special Category, which is a priority category.
4.	Ministry of Railways	<ol style="list-style-type: none"> 8. Indian Railways provide 30% fare concession in all Mail/Express including Rajdhani/Shatabadi/Jan Shatabadi trains for senior citizens aged 60 years and above. 9. Indian Railways also have the facility of separate counters for Senior Citizens for purchase/booking/cancellation of tickets.
5.	Ministry of Civil Aviation	<ol style="list-style-type: none"> 10. Air India is providing a discount to Senior Citizens (women aged 63+ and men aged 65+) on domestic routes 11. Indian Airlines is offering 50% discount on normal economy class fare to senior citizens for travel on domestic sectors on its networks, subject to certain conditions.
6.	State Governments/ UT Administrations:	<ol style="list-style-type: none"> 12. Under the Antyodaya Scheme, the Below Poverty Line (BPL) families which also include older persons are provided food grains at the rate of 35 kgs. per family per month. The food grains are issued @ Rs. 3/- per kg. for rice and Rs. 2/- per kg. for wheat. The persons aged 60 years above from the BPL category were given priority for identification.

1	2	3
		<p>13. Instructions to State Governments for giving priority to the Ration Card holders who are over 60 years of age in Fair Price Shops for issue of rations.</p> <p>14. Under the National Old Age Pension Scheme, Central Government provides Additional Central Assistance to the State Governments/UT Administrations @ Rs. 200 per person per month for payment of Old Age Pension. State Governments/UT Administrations add their own contribution to this amount and pay old age pension to the destitute older persons every month.</p> <p>15. Under the Annapoorna Scheme, the States Governments/UT Administration are giving 10 kgs. of food grains per beneficiary per month free of cost to those senior citizens who are uncovered under the National Old Age Pension Scheme.</p> <p>16. Reservation of two seats for senior citizens in front row of the buses of the certain State Road Transport Undertakings.</p> <p>17. Some State Governments are giving fare concession to senior citizens in the State Road Transport Undertaking buses and are introducing elderly/disabled friendly Bus Models.</p>

[English]

Introducing Eco-friendly Trains

1782. SHRI E. G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to introduce eco-friendly trains in various metro cities in the country;

(b) if so, the details and the annual expected savings to the Railways with the introduction of the same; and

(c) the time by which the eco-friendly trains would be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Trains, including those operating from, to and through metro cities, are inherently eco-friendly as compared to other modes of transport due to lower fuel/energy consumption and better land use per unit of transport. Indian Railways is continuously upgrading its technology to reduce emission by using more efficient locomotives. Use of bio-diesel and Compressed Natural Gas (CNG) for train operation

has also been attempted. In order to significantly reduce/eliminate pollution from train toilets, Railways are also experimenting with eco-friendly toilets and on successful completion of trials such toilets will also be made a standard fitting in coaches. This ongoing process is aimed at environmental protection and marginal savings, if any, are incidental.

Commissioning of Steel Plant by POSCO

1783. SHRI G. KARUNAKARA REDDY: Will the Minister of STEEL be pleased to state:

(a) the quantum of iron-ore produced in the country during the last two years;

(b) the names of the countries to which iron-ore was exported during above mentioned period alongwith the quantum of such export to each country;

(c) whether some of the private sector companies like 'POSCO' have been permitted to commission steel plant in the country with the guarantee of supply of iron-ore and also with permission to export; and

(d) if so, the reasons therefor in view of the less production of iron-ore in the country as compared to its requirement?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (DR. AKHILESH DAS): (a) The quantum of iron ore produced in the country during the last two years is as follows:

(Qty. in million tonnes)	
Year	Production
2005-06	155
2006-07 (provisional)	172.30

(Source: Indian Bureau of Mines, Nagpur)

(b) The details of country-wise iron ore exports during the period 2005-06 to 2006-07 are as given below:

(Qty: in Million tonnes)		
Country	2005-06	2006-07 (Prov.)
China	74.13	80.16
Japan	10.33	8.63
S. Korea	1.32	1.91
Taiwan	0.14	0.00
Europe	2.10	2.07
Others	1.24	1.02
Total	89.27	93.79

(Source: MMTC)

(c) POSCO proposes to commission a greenfield steel plant of 12 million tonnes steel capacity in phases. MoU signed between Govt. of Orissa & M/s POSCO on 22.6.2005 envisages swapping of high alumina content iron ore with equal amount of low alumina content iron ore for blending.

(d) India is producing more iron ore than its domestic requirement at present. Setting up steel plants by companies like POSCO will encourage value addition within the country.

Refund of Fares by Airlines

1784. SHRI K.C. PALLANI SHAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether MRTPC has pulled up Indian Airlines, Air India and other private airlines for their refund policies i.e. refusing to pay ticket fares in cases of cancellation;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) MRTPC Commission has initiated action against certain airlines for their refund policies in cases of cancellation. The matter is sub-judice.

(c) Does not arise.

Cross Drainage near Chikkandawadi Railway Station

1785. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal from the Karnataka Government regarding provision of cross drainage near Chikkandawadi Railway Station, Holalkere Taluk, Chitradurga district, Karnataka, which was earlier closed during broadgauge conversion;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

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

(b) and (c) Do not arise.

Conversion of Miraj-Latur Railway Line

1786. SHRI PRATIK P. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the conversion work of Miraj-Latur narrow gauge line into broad gauge line was considered in the Fourth Five Year Plan and even then it is still incomplete;

(b) if so, the status as on date and the time by which the said broad gauge is operational; and

(c) by when a new train on Kolhapur Howrah route will be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) Work was included in the Budget 1993-94. Kurduwadi-Pandharpur has been completed & commissioned. Latur-Osmanabad has also been completed recently. Osmanabad-Kurduwadi is targeted for completion during 2007-08. On Miraj-Pandharpur, land acquisition, earthwork and bridges taken up.

(c) At present, there is no proposal to introduce a train between Sri Chhatrapati Shahu Maharaj (T) (Kolhapur)-Howrah.

Dealership Agreement

1787. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware of this fact that the oil corporations specially HPCL are having/ attempting to get signed two types of dealership agreements i.e. one for A site and second for B site dealership agreement for one RO dealer after its partial resentment of B site dealers from original location;

(b) if so, whether the Government policy permits such state of affairs; and

(c) if not, the steps taken by the Government to issue necessary directions to the oil corporations to have only one type of dealership agreement with one retail outlet dealer?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Partial resitements of retail outlet (RO) dealerships were permitted prior to introduction of the new guidelines dated 17.11.2005. The new guidelines provide for full/complete resitement of RO dealerships.

Hindustan Petroleum Corporation Limited (HPCL) and Indian Oil Corporation Limited (IOC) have reported that in cases of partial resitements carried out under the erstwhile guidelines, in some cases, the dealers were required to sign/execute standard lease agreements of land for each of the bifurcated facilities. However, only one dealership agreement was required to be signed/ executed.

Development of Tourism in Karnataka

1788. SHRI IQBAL AHMED SARADGI: Will the Minister of TOURISM be pleased to state:

(a) whether the State Government of Karnataka had submitted proposals for development of Coastal Wilderness and Wellness Tourism and Integrated Development of Nandi Hills in Karnataka on November 18, 2004 to the Union Government;

(b) if so, the details thereof;

(c) whether the Union Government has since considered the above mentioned proposals;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the time by which final decision in this regard is likely to be taken?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (f) The project proposal submitted by Government of Karnataka for integrated development of Wilderness Tourism Circuit has been sanctioned by the Ministry of Tourism for Central Financial Assistance of Rs.226.88 lakh during 2006-07. A project proposal for integrated development of Nandi Hills (including Ropeway) was submitted to the Ministry of Tourism, Govt. of India on 18.11.2004, for an amount of Rs. 3346.00 lakh under Large Revenue Generating Scheme. After examination of the proposal, the Ministry of Tourism requested the Government of Karnataka to forward documents like Form 'C', detailed cost estimates as per CPWD/PWD schedule of rates, Land availability certificate, etc. which are required as per guidelines of the Scheme. However, the said documents have not been received from the State Government so far.

[Translation]

Secondary Freight System for Fertilizers

1789. SHRI RAMDAS ATHAWALE:
SHRI NARAHARI MAHATO:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is contemplating to introduce revised secondary freight system for all types of fertilizers including urea;

(b) if so, the details thereof and the time by which a decision is likely to be taken in this regard;

(c) whether the Government proposes to bring urea in the category of decontrolled fertilizers;

(d) if so, the reasons therefore; and

(e) 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 AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) and (b) A proposal for uniform transportation freight model for all types of fertilizers is being contemplated. The proposal is at formulation stage.

(c) No, Sir.

(d) and (e) Does not arise.

Expenditure Under 15 Point Programme

1790. SHRI RASHEED MASOOD: Will the MINISTER OF MINORITY AFFAIRS be pleased to state:

(a) whether the Government has fixed any target for expenditure under the 15- point programme announced for the minorities ;

(b) if so, the details thereof;

(c) whether the target fixed for expenditure is being adhered to; and

(d) if so, the details thereof?

THE MINISTER OF MINORITY AFFAIRS (SHRI A. R. ANTULAY): (a) to (d) The Prime Minister's New 15 Point Programme for the Welfare of Minorities provides for earmarking of 15% of targets and outlays, wherever possible, for minorities under various schemes included in the programme. The approved targets for expenditure for 2006-07 were conveyed to the Ministries/Departments concerned in November, 2006. As per available reports, a total of Rs. 6293 lakhs was spent in the first year of implementation of the new 15 Point Programme.

National Commission for Minority Educational Institutions

1791. DR. RAJESH MISHRA:
SHRI AVTAR SINGH BHADANA:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) Whether the National Commission for Minority Educational institutions has urged the Government to not divide the society into two groups of majority and minority through the Constitution (103rd Amendment) Bill;

(b) if so, the details thereof and the present status of the Bill;

(c) whether the Commission has submitted its report in this regard; and

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

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) to (d) The National Commission for Minority Educational Institutions has conveyed some concerns regarding the Constitution (One Hundred and Third Amendment) Bill that was introduced in the Lok Sabha in December, 2004. The Standing Committee on Social Justice & Empowerment has submitted its Report regarding this to the Lok Sabha in February, 2006. Official amendments to the Bill have not been moved yet.

Railway Passes to Writers/Artists

1792. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway are contemplating to provide complementary railway passes to the writers/artists;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) No, Sir. Renowned writers/ artists are provided complimentary passes by the Ministry of Railways only under discretionary powers of Minister of Railways on the basis of guidelines framed pursuant to directions of Hon'ble Delhi High Court in a Public Interest Litigation.

(b) Does not arise.

(c) Any expansion of the scheme of grant of complimentary passes so as to include various other categories of persons is not considered feasible in view of financial and other repercussions.

Incentives of Chief Executives/Directors

1793. SHRI DALPAT SINGH PARSTE: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Government has recently approved a proposal by giving incentives to Chief Executives or functional Directors who help turn around sick Public Sector Enterprises (PSEs);

(b) if so, the details thereof; and

(c) the manner in which the incentives to Chief Executives/Directors are likely to be helpful for the revival of sick PSEs?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) and (b) Yes, Sir, In July, 2007 the Government has issued guidelines on appointment of Chief Executives and Functional Directors in sick/loss making Central Public Sector Enterprises (CPSEs) under revival package approved by the Government. These guidelines, inter alia, state that any Board level incumbent who has contributed exceedingly well in the turn around of the sick CPSE, his tenure may be extended till he attains the age of 65 years and in case of fresh appointment of a Chief Executive or any Functional Director, relaxation of cutoff age for applying, to 62 years, with minimum tenure of 3 years, could be considered. Further, Chief Executives and Functional Directors of these CPSEs would be considered for a lump-sum incentive up to maximum of Rs.10 lakh out of the profits of the CPSE besides usual pay, allowances and perks attached to the post.

(c) The incentives to Chief Executives/Functional Directors will enable the Government to attract Board level executives capable for turning around sick CPSEs and give them continuity of tenure for the revival package to succeed.

[English]

Autonomous Status to ASI

1794. SHRIMATI MANORAMA MADHAVRAJ: Will the Minister of CULTURE be pleased to state:

(a) the steps taken by the Government to implement the Gazette notification dated May 01, 1989 to develop Archaeological Survey of India (ASI) as Scientific and Technical Department;

(b) the reasons for inordinate delay in implementing the same;

(c) the time by which it is likely to be accorded the status of an autonomous scientific and technical organization; and

(d) the benefits likely to accrue to ASI through this status? -

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Department of Science & Technology vide their O.M.No.DST/SAC-PM I(56)/88, dated 1.5.1989 approved the Archaeological Survey of India (ASI) as a "Science and Technological Institution. Subsequently, Department of Culture vide Notification No.36016/2/89-Estt., dated 27th October, 1989 recognized ASI as Science and Technological Institution.

(d) The implications of recognition of Archaeological Survey of India as a Science & Technological Institute are: (i) Scientists and Engineers involved in scientific activities and services are eligible for benefits under Flexible Complementing Scheme, (ii) Secretary, Department of Culture can chair E.F.C. Meetings for approving projects costing upto Rs.200 Crores as against Rs.100 Crores in case of normal Departments. (iii) As per Government of India decision, under Rule 13 of Delegation of Financial Powers Rules read with para 4(a) thereof, S&T institutions are exempted from the normal purchase rules with the condition that S&T institutions should evolve alternate procedure to exercise of these powers.

Transfer of Management of FACT High School

1795. SHRI P.C. THOMAS: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has received any request from the staff of the Fertilizers and Chemicals Travancore Limited (FACT) High School, Cochin for handing over its management to a private agency; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): (a) No, Sir. The Management of FACT High School, Cochin has already been handed over to a private agency, namely, M/s. Toch since the academic year 2004-05 under a leave and license contract for 15 years.

(b) Does not arise.

Passenger Trains between Mangalore-Bangalore

1796. SHRI D.V. SADANAND GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway propose to run passenger train between Mangalore-Bangalore route;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. It is proposed to introduce two pairs of trains - 6515/6516 Mangalore-Yesvantpur via Arsikere (day time) and 6517/6518 Mangalore-Yesvantpur Express via Mysore (overnight)

(c) Does not arise.

Regional Airlines

1797. SHRI BRAJESH PATHAK: Will the Minister of CIVIL AVIATION

be pleased to state:

(a) whether the Government has prepared the draft policy, to provide air services to small and medium cities of the country:

(b) if so, the details thereof;

(c) whether certain airlines have refused to provide air services to small cities;

(d) if so, the reasons therefor and action taken by the Government in this regard;

(e) whether the Government is contemplating to issue regional permits to the airlines for a fixed period; and

(f) if so, the number of such permits likely to be issued for small cities?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) A Civil Aviation Requirement on the subject is under issue by the Directorate General of Civil Aviation.

(c) and (d) No, Sir. Government has laid down route dispersal guidelines with a view to achieving better coverage of air transport services taking into account the need for air transport services of different regions of the country. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by the Government.

(e) While the policy does not propose a specific time frame, licences are issued by the competent authority for five years at a time.

(f) The number of permits likely to be issued will depend upon availability of infrastructure, traffic requirements and applications from companies capable of undertaking such operations.

12.00 hrs.

[English]

PAPERS LAID ON THE TABLE

MR. SPEAKER: Now, Papers to be laid on the Table.

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): Sir, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between National Minorities Development and Finance Corporation and the Ministry of Minority Affairs for the year 2007-2008.

(Placed in Library, *See* No. LT—6770/2007)

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): Sir, I beg to lay on the Table-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Rampur Raza Library, Rampur, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rampur Raza Library, Rampur, for the year 2005-2006.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, *See* No. LT—6771/2007)

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Asiatic Society, Kolkata, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Asiatic Society, Kolkata, for the year 2005-2006.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, *See* No. LT—6772/2007)

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the North Zone Cultural Centre, Patiala, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North Zone Cultural Centre, Patiala, for the year 2005-2006.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(Placed in Library, *See* No. LT—6773/2007)

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the National Museum Institute of History of Art, Conservation and Museology, New Delhi, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Museum Institute of History of Art, Conservation and Museology, New Delhi, for the year 2005-2006.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

(Placed in Library, *See* No. LT—6774/2007)

- (9) A copy of the Memorandum of Understanding (Hindi and English versions) between the India Tourism Development Corporation Limited and the Ministry of Tourism for the year 2007-2008.

(Placed in Library, *See* No. LT—6775/2007)

- (10) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:

- (i) Review by the Government of the working of the India Tourism Development Corporation Limited, New Delhi, for the year 2005-2006.

- (ii) Annual Report of the India Tourism Development Corporation Limited, New Delhi, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (11) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

(Placed in Library, *See* No. LT—6776/2007)

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Sir, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 14A of the Aircraft Act, 1934:

- (i) The Aircraft (Carriage of Dangerous Goods) Amendment Rules, 2006, published in Notification No. G.S.R. 600(E) in Gazette of India dated the 28th September, 2006, together with an explanatory note.

- (ii) The Aircraft (Amendment) Rules, 2006, published in Notification No. G.S.R. 601 (E) in Gazette of

India dated the 28th September, 2006, together with an explanatory note.

(Placed in Library, *See* No. LT—6777/2007)

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Sir, I beg to lay on the Table a copy each of the following papers (Hindi and English versions):

- (1) Memorandum of Understanding between the Hindustan Organic Chemicals Limited and Ministry of Chemicals and Fertilisers for the year 2007-2008.

(Placed in Library, *See* No. LT—6778/2007)

- (2) Memorandum of Understanding between the Hindustan Insecticides Limited and Ministry of Chemicals and Fertilisers for the year 2007-2008:

(Placed in Library, *See* No. LT—6779/2007)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): Sir, I beg to lay on the Table—

- (1) A copy of the Indian Railways (Permission for operators to move container trains of Indian Railways) Rules, 2007 (Hindi and English versions) published in Notification No. G.S.R. 429(E) in Gazette of India dated the 15th June, 2007 under section 199 of the Railways Act, 1989.

(Placed in Library, *See* No. LT—6780/2007)

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 21 of the Railway Protection Act, 1957:—

- (i) The Railway Protection Force (Amendment) Rules, 2007 published in Notification No. G.S.R. 114 in Gazette of India dated the 23rd June, 2007.

- (ii) The Railway Protection Force (Amendment) Rules, 2007 published in Notification No. G.S.R. 527(E) in Gazette of India dated the 2nd August, 2007.

(Placed in Library, *See* No. LT—6781/2007)

[English]

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): Sir, on behalf of my colleague Shrimati Subbulakshmi Jagadeesan, I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Pt. Deendayal Upadhyaya Institute for the Physically Handicapped, New Delhi, for the year 2005-2006, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Pt. Deendayal Upadhyaya Institute for the Physically Handicapped, New Delhi, for the year 2005-2006.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library, *See* No. LT—6782/2007)

- (3) A copy of the Annual Report (Hindi and English versions) on the Protection of Civil Rights Act, 1955 for the year 2005 under sub-section (4) of section 15A of the Protection of Civil Rights Act, 1955.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

(Placed in Library, *See* No. LT—6783/2007)

12.01 hrs.

[English]

MESSAGES FROM RAJYA SABHA AND
BILLS AS PASSED BY RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

- (i) "In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Inland Vessels

(Amendment) Bill, 2007 which has been passed by the Rajya Sabha at its sitting held on the 22nd August, 2007."

- (ii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 22nd August, 2007 agreed without any amendment to the Warehousing (Development and Regulation) Bill, 2007 which was passed by the Lok Sabha at its sitting held on the 15th May, 2007."

2. Sir, I lay on the Table the Inland Vessels (Amendment) Bill, 2007, as passed by the Rajya Sabha on the 22nd August, 2007.

12.02 hrs.

[English]

PUBLIC ACCOUNTS COMMITTEE

Fiftieth and Fifty-third Reports

PROF. VIJAY KUMAR MALHOTRA (SOUTH DELHI):

Sir, I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2007-2008):

- (1) Fiftieth Report on "Delay in finalisation of demands"; and
- (2) Fifty-third "Report on Action Taken on 27th Report of Public Accounts Committee on "Non-disposal of uncleared/unclaimed Imported cargo in ICDs/CFSS."

12.2½ hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

Twenty-third Report

[English]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, I beg to to present the Twenty-third Report (Hindi and

English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on the Ministry of Finance (Department of Revenue) on "Action Taken by the Government on the recommendations contained in their Ninth Report (Fourteenth Lok Sabha) on Reservation for and Employment of Scheduled Castes and Scheduled Tribes in Central Board of Direct Taxes".

12.03 hrs.

COMMITTEE TO INQUIRE INTO MISCONDUCT OF MEMBERS OF LOK SABHA

First Report

[English]

SHRI V. KISHORE CHANDRA S. DEO (Parvatipuram): Sir, I beg to lay on the Table a copy of the First Report (Hindi and English versions) of the Committee to Inquire into Misconduct of Members of Lok Sabha.

12.03½

MOTION REGARDING FORTIETH REPORT OF THE BUSINESS ADVISORY COMMITTEE

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Sir, I beg to move:

"That this House do agree with the Fortieth Report of the Business Advisory Committee presented to the House on the 22nd August, 2007."

[English]

MR. SPEAKER: The question is:

"That this House do agree with the Fortieth Report of the Business Advisory Committee presented to the House on the 22nd August, 2007."

The motion was adopted.

12.04 hrs.

TRADE MARKS (AMENDMENT) BILL, 2007*

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL POLICY AND PROMOTION, MINISTRY OF COMMERCE AND INDUSTRY (SHRI ASHWANI KUMAR): Sir, I beg to move for leave to introduce a Bill to amend the Trade Marks Act, 1999. MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to amend the Trade Marks Act, 1999."

The motion was adopted.

SHRI ASHWANI KUMAR: Sir, I introduce the Bill.

12.05 hrs.

SUBMISSIONS BY MEMBERS

- (i) **Re: Need for intervention by Indian Government to free the historic Gurudwara Bhai Taaru Singhji in Lahore, Pakistan from the forceful occupation of the fundamentalists and miscreants.**

[English]

MR. SPEAKER: Yes, Shri Dhindsa.

...(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats. We will go one by one without wastage of time.

[Translation]

SHRI SUKHDEV SINGH DHINDSA (SANGRUR): Sir, I am thankful to you for giving me an opportunity to speak on the issue for which I had given a notice to suspend the question hour. For the last two-three days the popular newspapers of North India like 'The Tribune' an English newspaper and the 'Ajeet', a Punjabi Newspaper are publishing the lead news in their front pages which I will read out to you.

*Published in the Gazette of India, Extraordinary Part II, Section 2, dated 23.8.07

[English]

It is written as:

"Hooligans take over shrine in Lahore"

[Translation]

They have not written this. A newspaper, 'the Daily Time' published from Lahore has written that there is shrine in Lahore after the name of Gurudwara Bhai Taaru Singh Ji, who was a great martyr. He sacrificed his life fighting for the cause of the poor. His head was taken off. People used to visit that Gurudwara for the last sixty years. Some miscreants came and forcefully occupied that shrine.

[English]

MR. SPEAKER: You show that to me, because it is an important issue. After all, it belongs to another country. Therefore, we should use language carefully. I know. I fully depend on you. I know that you can speak carefully.

SHRI SHRI SUKHDEV SINGH DHINDSA: All right, Sir. Thank you very much.

[Translation]

It has also been published in the Daily Times.

[English]

It said: "The Government's action was almost like the way Islamabad hesitated over the Lal Masjid's affairs, and asks President Musharraf to be aware of the potential danger in this development."

[Translation]

Even in Rajya Sabha this big issue was raised yesterday. the Minister of External Affairs is sitting here. I would like to say that it is none other than the Pakistani newspaper which is writing that is so dangerous so that they have put up a notice after sixty years and locked the Gurudwara. Did the Government take up the matter in this regard? I would like to ask you what was the reason for not taking up the matter with the Government and if you have taken up, the matter with the Government what was their response.

SHRI RAMJI LAL SUMAN (FIROZABAD): Mr. Speaker, Sir, I may also be allowed to speak. ...*(Interruptions)*

MR. SPEAKER: All right, you may associate with the matter.

...*(Interruptions)*

[English]

MR. SPEAKER: He is replying.

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): I would respectfully like to submit that my attention has been drawn in the morning. When the hon. Member gave the notice, I came to know it. My colleague informed me. I have asked my office immediately to be in touch with our High Commission first. After ascertaining the facts, as the hon. Member has also ascertained, surely I would like to take it up with the Pakistani authorities and try to see that as early as possible the shrine should be released of those unwarranted persons who have forcibly occupied it. Thank you.

MR. SPEAKER: Thank you. Very good. This is right.

Now, Yogi Aditya Nath.

...*(Interruption)*

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Speaker, Sir, it was my turn. ...*(Interruptions)*

MR. SPEAKER: How did you know it was your turn? You have no right to see it.

...*(Interruptions)*

YOGI ADITYA NATH (Gorakhpur): Thank you I would like to draw attention towards a conspiracy which is being hatched to blast Shri Ram Setu in the name of Setu Samudram Project, while it is the symbol of faith for crores of Hindus and has been vital important from national security and environment angle. Even in the last session of the House all the hon. Members had drawn the attention of the Government through the calling attention motion to this important issue mentioning how the efforts are being made to blast this Shri Ram Setu,

which is the symbol of faith for crores of Hindus ...*(Interruptions)*

[English]

MR. SPEAKER: Yogi ji, we had a full discussion on this.

[Translation]

YOGI ADITYA NATH: Not now, even at that time the Government had said that what well the evidences available to prove it. Sir, Balmiki Ramayan Skand Purana, Ramcharitmanas. ...*(Interruptions)*

MR. SPEAKER: A full discussion has already been held in this regard.

...*(Interruptions)*

YOGI ADITYA NATH: The all religious granths authenticate it and more important to it, we all have faith that the Lord Shri Rama, While invading Lanka had got this Setu constructed. But now a conspiracy is being hatched to blast the symbol of that faith." At present, this is being done by the UPA Government. This is a very serious issue. ...*(Interruptions)*

MR. SPEAKER: This will not go on record. Leave it. All know about it ...*(Interruptions)*

YOGI ADITYA NATH: If the Government give assurance to honour the sentiment and faiths of each citizen of the country, then it should take it seriously at least. ...*(Interruptions)*

MR. SPEAKER: Please take your seat.

...*(Interruptions)*

YOGI ADITYA NATH: At present, keeping in view of the requirement of power, the atomic deal and the new agreement are being signed with USA, while a big source of power i.e. Thorium is already available here. ...*(Interruptions)*

MR. SPEAKER: Please take your seat. What happened to you.

...*(Interruptions)*

*Not recorded.

[English]

MR. SPEAKER: Then, I will go to another subject. Prof. Malhotra, if there is disturbance like this, I will go to another subject.

...(Interruptions)

[Translation]

MR. SPEAKER: Take your seat. Enough is enough. This is not the time for making speech.

...(Interruptions)

[English]

MR. SPEAKER: I am sorry. I will go to another topic.

[Translation]

YOGI ADITYA NATH: This is an important scheme ... (Interruptions). From environment point of view this project is termed as irrelevant. In this regard I would like to request you that the Government should take it cognizance so that "...which is being hatched to destroy and blow up Shri Ram Setu. ... (Interruptions)

[English]

MR. SPEAKER: Do not record anything more.

...(Interruption)*

MR. SPEAKER: Nothing more will be recorded except the speech of Prof. Vijay Kumar Malhotra.

...(Interruption)*

[Translation]

MR. SPEAKER: I have called him to speak on this very subject. Please take your seat.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Speaker, Sir, you said that the debate has already been held in this regard. All-right, the debate has been completed on this matter in the House. Even at that time, we had given our view point. Now a new thing has

emerged that the Navy's divers have been called to blast Ram Setu. They will begin this work in one or two days. This is most dangerous. ... (Interruptions). This case is pending in the Supreme Court. Prior to hearing of the matter in the Supreme Court, Ram Setu will be blasted. ... (Interruptions). Hindred crores of Hindus. ... (Interruptions).

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): The blasting is taking place in Rajasthan. The Krishna Sthali is being bloun up with dynamite there. ... (Interruptions)

MR. SPEAKER: Please take your seat.

[English]

MR. SPEAKER: Let him finish. Let us do some work.

...(Interruptions)

[Translation]

MR. SPEAKER: Malhotraji, please conclude your speech quickly.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: I am concluding in a minute. ... (Interruptions) What is this talk all about? Why are you not allowing me to speak. Whenever someone speaks, you interrupt in between. ... (Interruptions)

MR. SPEAKER: You do not understand.

...(Interruptions)

[English]

MR. SPEAKER: Is it that we cannot tolerate each other?

...(Interruptions)

[Translation]

MR. SPEAKER: We do not want to listen to others. Nobody has patience.

...(Interruptions)

[English]

MR. SPEAKER: Will you please sit down?

...(Interruptions)

*Not recorded.

MR. SPEAKER: Mr. Minister, I will take action against your Member.

...(Interruptions)

[Translation]

MR. SPEAKER: I cannot allow you.

...(Interruptions)

[English]

MR. SPEAKER,: If you do not sit down immediately, I will ask you to go out.

...(Interruptions)

[Translation]

MR. SPEAKER: Kindly conclude.

...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, it was being discussed that a channel should be made there, we do not object to it. ...(Interruptions)

[English]

MR. SPEAKER: Daily, I will send somebody out.

...(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: A scheme might be formulated to blast Ramsethu. Blasting of Ram Sethu before hon. Supreme Court gives it verdict will amount to hurting sentiments of crores of Hindu's. If Ram Sethu is blasted then this Government will be responsible for its outcome.

[English]

The UPA Government will be responsible. It has failed to protect historical place. ...(Interruptions)

[Translation]

UPA Government is completely. ...(Interruptions)

[English]

MR. SPEAKER: If anything is unparliamentary, I will strike it out.

[Translations]

PROF. VIJAY KUMAR MALHOTRA: This is a question of our sentiments. If this blast is carried out then UPA Government will be responsible for the situation that will arise out of it and the subsequent agitation.

...(Interruptions)

[English]

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

[Translation]

MR. SPEAKER: I have stated everything.

...(Interruptions)

MR. SPEAKER: You kindly sit. Please do not come here.

...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: Mr. Speaker, Sir, Krishna Leela place is being blown by Dynamite in Rajasthan. This is a national heritage. ...(Interruptions)

[English]

MR. SPEAKER: Mr. Mistry, I am on my legs. Please sit down.

...(Interruptions)

[Translation]

MR. SPEAKER: All of you please sit down.

...(Interruptions)

[English]

MR. SPEAKER: I have given permission to two hon. members. I know it is controversial. But because of your

*Not recorded.

feelings, I have allowed two hon. Members including the Deputy Leader to speak on this. He said whatever it is; he should not have said it. It may be misunderstood. he may have good intentions, but it may be misunderstood. You have raised it very pointedly. I am sure, the Government has taken note of it.

PROF. VIJAY KUMAR MALHOTRA: Sir, there is nothing controversial in it. ...(*Interruptions*)

MR. SPEAKER; Shri Prabhunath Singh, I am appealing to you. Let us discuss some important issues.

Thank you very much. I deeply appreciate.

[*Translation*]

Shri Ganesh Singh, Shri B.K. Singh Deo, Shri Rampal Singh, Smt. Jayaben B. Thakkar, Smt. Karuna Shukla, Prof. Mahadrao Shiwankar, Shri Rakesh Singh, Smt. Kiran Maheshwari and Shri Virendra Kumar are also associating themselves with this matter.

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: Mr. Prabunath Singh, kindly conclude because there are 41 items,

SHRI DEVENDRA PRASAD YADAV: Mr. Speaker, Sir, what about Dynamik case? ...(*Interruptions*)

MR. SPEAKER: Whatever you have said, has been deleted. ...(*Interruptions*)

MR. SPEAKER: Mr. Prabhunath Singh, please leave it. Please address the Chair.

...(*Interruptions*)

MR. SPEAKER: I will wear a good mask, so that I look handsome.

...(*Interruptions*)

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, he will agree with because we are friends. ...(*Interruptions*)

MR. SPEAKER: Please leave it. I like Bhojpuri language a lot.

...(*Interruptions*)

SHRI PRABHUNATH SINGH: MR. Speaker, Sir, I am repeating my earlier demand. ...(*Interruptions*)

MR. SPEAKER: Kindly speak to the point.

12.15 hrs.

(ii) **Re: Need to Include Bhojpuri language in the Eighth Schedule to the constitution.**

[*Translation*]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): I will speak to the point only. Many hon. Members have raised the issue of including Bhojpuri language in the Eighth Schedule to the constitution during Zero hour and through calling Attention motion etc.

Sir, on 18th December 2006, I moved a Calling Attention Motion and the Government gave an assurance that there was no scope of any doubt. Action has been initiated to include Bhojpuri and Rajasthani language in the Eight Schedule to the constitution. A bill in this regard will be moved in the House in the next session. Though Bhojpuri language may not be in the Eighth schedule to the constitution, but it is assuming importance as an international language. 30 to 40 percent of the people in 18 countries of world speak this language. This is a mellifluous language. ...(*Interruptions*)

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): You kindly speak in Bhojpuri

SHRI PRABHUNATH SINGH: If I speak in Bhojpuri then it will not be recorded.

MR. SPEAKER: Bhojpuri will not do as yet. Prabhunath Singh ji I agree with you. The session is not concluding as yet. Whether it is concluding or not, you can ask these people.

SHRI RAGHUNATH JHA (Bettiah): Sir. ...(*Interruptions*)*

MR. SPEAKER: Mr. Raghunath Jha, whatever, you have stated will not go on record.

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, today apart from India, Bhojpuri language is spoken in Mauritius, Surinaam, Trinidad & Tobago, Singapore, Kenya, Burma, Bangkok, Jamaica, Holland, Denmark, Fiji, Maldives, Philippines, Yuganda and various countries of South America. ...(*Interruptions*)

*Not recorded.

MR. SPEAKER: O.K., the hon' Minister should fulfill his assurance.

...(Interruptions)

[English]

MR. SPEAKER: Hon. Minister, this issue of Bhojpuri language may be brought to notice of the Home Minister.

...(Interruptions)

MR. SPEAKER: I have directed the Minister to bring it to the notice of the Home Minister.

...(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Sir, I have already placed the matter before the Home Minister. He will look into the matter. ...(Interruptions)

MR. SPEAKER: He will place it before the Home Minister.

...(Interruptions)

[Translation]

SHRI DEVENDRA PRASAD YADAV: Sir, whether the assurance of the hon. Home Minister will be adhered to or not. ...(Interruptions)

MR. SPEAKER: I will now ask you to take the Chair.

SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): Sir, I associate myself with the matter raised by Shri Prabhunath Singh.

SHRI SHAILENDRA KUMAR (Chail): Sir, I associate myself with the matter raised by Shri Prabhunath Singh.

MR. SPEAKER: O.K. you can do so.

PROF. RASA SINGH RAWAT (Ajmer): Sir, a Bill should be brought forward for Rajasthani language also along with Bhojpuri.

[English]

MR. SPEAKER: I will not accept this. I will not allow this. Anybody can stand up at any time!

[Translation]

You do not even bother to give notice. Another hon'ble Member has given notice on some other matter and you have risen to speak.

...(Interruptions)

PROF. RASA SINGH RAWAT: Sir, he has also mentioned about Rajasthani language.

MR. SPEAKER: No, whether Bhojpuri and Rajasthani are same languages? First give notice, then speak.

[English]

SHRI TARIT BARAN TOPDAR (Barrackpore): Sir, I want to associate.

MR. SPEAKER: Your association is not acknowledged. Shri Prabodh Panda.

SHRI PRABODH PANDA (Midnapore): Sir, I would like to draw the attention of the Government, through you, to. ...(Interruptions)

MR. SPEAKER: Shri Panda, please sit down for a second.

[Translation]

SHRI PRABHUNATH SINGH: Sir, the hon'ble Home Minister had given this assurance on 18th December, 2006, but no action has been taken in this regard, how can we trust him? If you ask us to do so we can place trust in him, but if no importance is given to the words of the Home Minister, then it seems he does not have any say in the matters.

MR. SPEAKER: All right, I will see to it. I cannot give any guarantee in this regard.

SHRI PRABHUNATH SINGH: Sir, I could not even hear what the hon'ble Minister said. How can we trust him.

MR. SPEAKER: Alright, I will see to it. I will make enquiry in this matter.

...(Interruptions)

MR. SPEAKER: You keep moving. This is not right.

[*English*]

You will have to face some consequences.

[*Translation*]

SHRI LALU PRASAD: Sir, the Bhojpuri language is spoken not only in India but in several parts of the world and its melliflence is well acknowledged. This fact has been recognized in the House also. I have talked about this matter and this matter is likely to be considered by the Cabinet soon. ...(*Interruptions*)

MR. SPEAKER: What is this. Please pay attention to this. It appears that you agree on this matter.

SHRI LALU PRASAD: Sir, it is not a matter of agreeing with each other. We are all concerned about including this language in the Eighth (Schedule) of the Constitution. I have talked to the hon'ble Home Minister in this regard. This matter will be discussed in the Cabinet very soon and action will be taken on this assurance. I am saying it sincerely that there is no doubt that Bhojpuri will be included in the Eighth/schedule. ...(*Interruptions*)

MR. SPEAKER: What you have said in Bhojpuri will not be recorded. Prabhunath ji will applaud us for this.

SHRI LALU PRASAD: Sir, it might not go on record but I will just explain it.

MR. SPEAKER: Prabhunath Singh ji will now applaud us.

...(*Interruptions*)

[*English*]

SHRI PRABODH PANDA (MIDNAPORE): thank you, Sir, I would like to draw the attention of the Union Government, through you, to a problem being faced by the Jute producers. ...(*Interruptions*)

[*Translation*]

MR. SPEAKER: He has also got an important matter, let him speak.

...(*Interruptions*)

[*English*]

SHRI PRABODH PANDA: The Government might be aware of the fact that this year the jute production in the

jute producing districts is very good, and it is exceptionally good in some of the areas. But the rate of raw jute is coming down in the market day by day. It is even coming below the Minimum Support Price (MSP), which has been announced by the Union Government.

I demand to the Union Government to announce a MSP, which is supportive for the jute growers. This support price is neither supportive nor remunerative for them. On the other hand, the jute procuring centres under the JCI are not doing well. In West Bengal, there are 101 jute procuring centres. They should go to the market, they should go to the 'Haat' and they should procure the raw jute from the producers. I demand that at least Rs. 1,700 should be provided as Minimum Support Price for one quintal of Grade V raw jute this year. I think that the Government will take the matter seriously, and do the needful to protect the interest of jute producers. More than 60 lakh jute producers are there, and more than two crore people are depending on it. I believe that the Government would do some justice in this matter.

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, I would like to associate myself on this matter.

SHRI N.N. KRISHNADAS (Palghat): Sir, my name is also listed to raise an important matter.

MR. SPEAKER: Will you please sit down?

SHRI N.N. KRISHNADAS (Palghat): Yes, Sir.

[*Translation*]

MR. SPEAKER: Please don't interrupt, a member of your party only wants to raise an issue.

SHRI PUNNU LAL MOHALE (Bilaspur): Mr. Speaker, Sir, I would like to draw the attention of the House towards scarcity of fertilizers in the country. The rainy season is going on and sowing and planting of paddy has been done. The farmers have used super phosphate fertilizers in their fields, but there is huge scarcity of urea and grow more fertilizers. Due to scarcity of these fertilizer. The production of crops especially in Chhattisgarh and in other States will suffer. The country wants to increase the production. The farmers intend to produce atleast 36 quintal of foodgrains in one Hectare but urea, grow more and potash fertilizers are not being supplied to several States especially to Chhattisgarh. I urge upon the Government to increase the supply of these fertilizers to

[Shri Punnu Lal Mohale]

these States so that the farmers could timely get the fertilizers and are able to use them to achieve better production.

[English]

MR. SPEAKER: Shri Haribhau Jawale, your name will be associated with this matter.

[Translation]

SHRI HARIBHAU JAWALE (Jalgaon): Mr. Speaker, Sir, kindly give me just one minute to speak.

MR. SPEAKER: You are a new Member, alright you may speak.

SHRI HARIBHAU JAWALE: Mr. Speaker, Sir, I convey my thanks to you for giving me an opportunity to speak. Jalgaon in Maharashtra is my parliamentary constituency. The yield of Banana is highest in that area all over the country but the potash fertilizers are not available there for the crop of Banana. Due to this reason the crop of Banana might get damaged. If this happens, the District will suffer a loss of Rs. 100 crore. Sir, through you, I request the hon'ble Minister to supply potash to Jalgaon District and also increase the quantity of supply too.

[English]

MR. SPEAKER: I compliment you on raising this issue in the House. Thank you.

[Translation]

CHAUDHARY LAL SINGH (Udhampur): Mr. Speaker, Sir, with your permission I want to raise an important issue related to my State Jammu & Kashmir. Our State has long international border covering around 988 acres of our land. More than 8 villages are located in this area and around 38 Kanals of their land has been used in the fencing on international border. We have urged the Government to restore this land to the farmers permitting them to grow crops on that land. They have erected gates there, due to which several types of obstacles and hurdles are being faced by the farmers and they are not able to reach there. In this manner access to the area has become rather difficult. I would like to urge the Government to look into this matter, besides I would like to say that mountaineering tracks have been constructed there without giving any compensation and the vast area

of land has been handed over to the B.S.F. for this purpose and no compensation has been given to the farmers so far in lieu this land. Through you I would like to urge the Government to give compensation to the farmers in lieu of this land and the land taken for fencing should be restored to the farmers.

SHRI MADAN LAL SHARMA (Jammu): Sir, I associate myself with Shri Lal Singhji.

MR. SPEAKER: Shri Madan Lal ji has associated himself with Shri Lal Singh Ji.

[English]

SHRI N.N. KRISHNADAS: This is a matter concerning the plight of the coconut growers.

MR. SPEAKER: Those who will disturb will not get any chance to speak.

SHRI N.N. KRISHNADAS: Sir, as you and other hon. Members are well aware, coconut is a very important crop for the agro economy of Kerala especially, and Tamil Nadu and some other States. Now, there is a serious sharp fall in prices of the coconut and it is very adversely affecting the agro economy of the States concerned, particularly the coconut growers of the country.

I urge upon the Government to support the coconut growers of the country, particularly in Kerala, Tamil Nadu and in some other States. The Government should declare a support price for coconut. Now, the Government is giving support price for copra. Therefore, I urge upon the Government to save the coconut growers of the country by declaring a support price for coconut.

SHRI P.C. THOMAS (Muvattupuzha): Sir, I associate with what the hon. Member has stated.

SHRI ABDULLAKUTTY (Cannanore): Sir, I also associate with what the hon. Member has stated.
...(Interruptions)

SHRI J.M. AARON RASHID (Periyakulam): Sir, I want to. .../(Interruptions)

MR. SPEAKER: I think you should read the rules and watch the proceedings. You cannot lay down your own standards.

SHRI J.M. AARON RASHID: Sir, I am from a coconut growing area in Tamil Nadu.

MR. SPEAKER: Have you given any notice? Is this the concern that you have for the people? I would have given a chance to speak, but for your interruptions.

SHRI P.C. THOMAS: Sir, the import of edible oils is also causing problems.

[*Translation*]

MR. SPEAKER: Please sit down. Just now I have said thank you and now you are creating disturbance.

DR. KARAN SINGH YADAV (Alwar): Mr. Speaker, Sir, the matter regarding Bhojpuri language was raised here and there had been talks about introducing a Bill with regard to Rajasthani language in this House. Rajasthani is the language spoken by 10 crore people, of which 6 crore people live in Rajasthan. Rajasthani people residing in the country and abroad have been making this demand for a long time. Mr. Speaker, Sir, hon'ble Lalu Prasad Yadavji has spoken in favour of Bhojpuri Language. I would appeal to him that whenever he introduces the Bill for Bhojpuri language, please see to it that Rajasthani language also gets included in the 8th schedule to the constitution of India. That's all I have to say.

[*English*]

MR. SPEAKER: All Rajasthani members, who want & associate with the hon. Member, should send their names.

[*Translation*]

SHRI MANVENDRA SINGH (Barmer): Sir, I associate myself with Dr. Karan Singhji.

PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker, Sir, through you, I would like to appeal to the Government to include Rajasthani language in the 8th schedule to the constitution as promised.

MR. SPEAKER: It is o.k. Thank you very much. I wholly support those who maintain silence. They are very honourable Members. One should draw lessons from them. Where is my friend? Girdhari Lal Bhargavaji and Rasa Singh ji are excellent MPs. You should learn from them.

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Speaker, Sir, I would like to talk about the illegal deforestation in

the country. Along the border of Maharashtra and Chhattisgarh, there is south Basthar, Bijapur division-Sironcha division Asarli range which is known as site-1 forest here. Criminal gangs comprising of 200 to 300 members enter this area and they cutdown high quality teakwood trees. Forest officials say that the said forest is 200 to 300 years old where there are teakwood trees which are world renowned as Allapuri teakwood trees and by illegally cutting down these high quality teakwood trees, the gang of thieves take it to The Godavari river through Indiravati river and from there they bring it to the Karimnaga district of Andhra Pradesh by making it float through Godavari river and in this way they carry out the theft and smuggling of wood.

[*English*]

MR. SPEAKER: Hon. Members, what are you doing there? Please go to the lobby. This is very unfortunate. I am happy that the children are more disciplined than you are.

[*Translation*]

SHRI HANSRAJ G. AHIR: Mr. Speaker, Sir, similarly teakwood forest worth crores of rupees have been felled and Andhra Pradesh Police department is not offering any kind of assistance to Maharashtra police and Chhattisgarh police. ...(*Interruptions*)

[*English*]

MR. SPEAKER: What is this meeting going on? Please go to the lobby.

SHRI GURUDAS DASGUPTA: Sir, you are threatening everyday.

MR. SPEAKER: Please do not disturb this hon. Member. He is raising a very important matter.

[*Translation*]

SHRI HANSRAJ G. AHIR: Mr. Speaker, Sir, Andhra Pradesh police are encouraging these people who are engaged in theft. Through you, I urge especially the Minsiter of home affairs and Minister of environment to convene a meeting of the PCCF, IG police of all the three States in Delhi to counter illegal cutting down of trees and a good scheme be prepared to prevent the theft and thereby assist Maharashtra and Chhattisgarh in this matter.

[English]

MR. SPEAKER: That was a very important issue.

Shri Ravi Prakash Verma—Not present.

DR. BABU RAO MEDIYAM (Bhadrachalam): Sir, I wish to raise the matter of rape of eleven tribal women in Visakha agency of Andhra Pradesh.

It is a very tragic incident. Our practice in India is to respect women. This act was committed by an anti-naxal squad, a grey hounds squad, five days ago. This area falls under my Constituency. A small village called Vakapalli in which G. Madugula Mandalam of Visakhapatnam District witnessed harassment by the Squad. In the morning at about 10:30 they came on the plea of searching for naxalites. They surrounded the village and disturbed the households. The eleven women who were taking shelter in a hut were forcibly raped by that anti-naxal squad. People are very agitated. Police was not able to register a case. In fact, yesterday the entire agency of Andhra Pradesh and in other pockets people went on protest. It was only then that the victims were taken to the hospital by the local legislator. A few weeks ago at Mudigonda, a similar squad shot dead seven people and injured sixteen people. Those people were protesting for a piece of land in the Gandhian way of indefinite hunger strike. They were also shot dead by a similar anti-naxal squad. Hence, I would request the Central Government—especially the Ministry of Home Affairs, Ministry of Tribal Affairs, and the Ministry of Women and Child Welfare because this is a very inhuman and condemnable act - to conduct an inquiry into this by the Central investigating agency and to pay a compensation of Rs.10 lakh each to the women who were raped. I want that the members of that anti-naxal squad be booked under SC/ST Atrocities Act.

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Speaker, Sir, through you, I would like to tell the Minister of Petroleum that the NDA Government had issued 10 crore LPG connections as compared to the earlier 5 crore but after UPA Government assumed power the people are faced with severe scarcity of LPG. Cylinders are available in black market at an extra cost of Rs. 100 to Rs. 150 which has become a regular phenomenon in my city. Government's contention is that Rs. 200 is spent on subsidy, so fewer connections are to be provided. Earlier

MPs used to have the facility of providing LPG connections, but it is very unfortunate that the present Government are unable to supply LPG and if any MP wishes to allot connection to anyone then he has to face difficulties. Oil companies have instructed their dealers to give fewer connections or provide illegal connections. Through you, I would like to say that festival days are round the corner and if LPG is not available, it will add to the problems.

The present Government talks much about the common man, but they do not have any concern for the common man or his interests. The Government are engaged in their internal fights only. These issues have been raised for a long time, but nobody is paying any attention towards it. I want the Government to intervene in this matter and take effective steps urgently.

*SHRI. M. SHIVANNA (Chamarajanagar): I would like to draw the attention of the Government towards the problems of Fair Price Shop operators in the country.

Sir, in our country Public Distribution System does not have uniform set of rules. Each state is having their own way of operating the Public Distribution System. There is no uniformity even in allotments of food grains to various states.

The Public Distribution System was formulated for the very purpose of ensuring food security for all the citizens of the country. But, Fair Price Shop dealers are facing lot of difficulties. They are receiving a very meagre amount as commission. Nearly 5 lakhs of people are dependent on this job all over the country. Condition of these dealers are pathetic. About 25,000 Fair Price Shop dealers are taking part in a rally at Ramlila Maidan in Delhi. Therefore I urge upon the Government to fulfill the genuine demands of those dealers and protect the interests of 5 lakhs dealers and employees and their families. Thank you Sir.

[English]

MR. SPEAKER: You need not raise your arms. It is all recorded here. If possible, I will allow you.

MR. SPEAKER: Shri Abu Ayes Mondal not present.

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): With your permission, I would like to draw the attention

*English Translation of the speech originally delivered in Kannada.

of this august House regarding the plight of the Non-Resident Indians (NRI), and particularly, the NRIs from Andhra Pradesh, in Gulf countries. The United Arab Emirates (UAE) Government have identified 3.5 lakh Indians residing in their country after the lapse of the visas and ordered them to leave the country before the 30th September. Now, they advanced the date to 2nd September. About 80,000 of them are from Andhra Pradesh, particularly hailing from the backward Telengana district. Majority of them went there in search of small livelihood, either by selling or mortgaging their land or jewelery. They are skilled and unskilled employees. With the current decision of the UAE Government, which is a matter of very serious concern, they are in serious trouble. They have not earned anything more than feeding themselves and with lots of indebtedness at home, they are not even in a position to buy the return ticket. The Government of Andhra Pradesh in June requested the Ministry of External Affairs to intervene and take necessary steps to rescue NRIs from Andhra Pradesh residing in Gulf nations but it has resulted in vain. This is the case of the people of different States. As the deadline is nearing for the NRIs, particularly of Andhra Pradesh, their families are worrying here. Hence, I would urge upon the Government to act immediately and take required steps either to extend the visas or arrange special flights from India to bring them back from the Gulf nations, particularly from UAE.

MR. SPEAKER: Shri B. Vinod Kumar, Shri D. Ravinder Naik, Shri T. Madhusudhan Reddy, and Shri S. Satyanarayana are allowed to associate themselves with the issue raised by Shri Sudhakar Reddy.

SHRI ABU AYES MONDAL (Katwa): Sir, I would like to associate on the matter regarding PDS raised by Shri M. Shivanna.

SHRI A.V. BELLARMIN (Nagercoil): I would like to urge upon the Government, particularly the Ministry of External Affairs to initiate urgent measures to stop the continuing inhuman treatment meted out to Indian nations employed in Maldives by the Male police and the authorities concerned. Reports are beaming that police harassment and incarceration against Indian nationals are increasing in recent times. I would quote two illustrative examples.

One Mr. Dhassian Jeyakumar was murdered in police custody. ...(*Interruptions*)

MR. SPEAKER: Those particulars should not be taken up here. You just mention the matter.

...(*Interruptions*)

SHRI A.V. BELLARMIN: He was murdered in police custody. A cut injury of 14 cm long and 2 cm. depth is visible around his neck. The mystery in his suspicious death was confirmed by our High Commission in Male. Upon representation from the young widow, the orphaned children of the deceased and his kith and kin, I pleaded with the Mission to arrange for the post-mortem of the body. But it is very unfortunate that the..."

MR. SPEAKER: You cannot criticize a foreign Government.

SHRI A.V. BELLARMIN: Okay, Sir.

The second incident is that of one Mr. Rajan, who was in police custody for a long time.

MR. SPEAKER: Please delete that.

SHRI A.V. BELLARMIN: It is on fabricated charges.

MR. SPEAKER: No. Sorry. It is not right.

SHRI A.V. BELLARMIN: A farcical trial was conducted and Mr. Rajan along with two other youths were sentenced. The inhuman and aggressive assaults on him and the two others by the jailors ended in the death or murder of one of them. While such an atrocity is being perpetrated in the jail, no opportunity is provided to the convicts to go in for appeal.

When these things are brought to the notice of the High Commissioner, who is supposed to safeguard the welfare of the Indian nationals, ..."

MR. SPEAKER: Okay, you have brought it to the notice of the Government.

SHRI A.V. BELLARMIN: Even a phone call from the MP is disliked by them. I urge upon the Government to intervene immediately and take necessary steps.

SHRI RUPCHAND PAL (Hooghly): As per available reports from various sources, the hon. Communication Minister's intervention in the functional autonomy of BSNL

*Not recorded.

[Shri Rupchand Pal]

in the matter of purchase of 45 billion dollars worth equipments for the mobile services of BSNL is causing great harm to the prestigious organization. It is delaying the whole matter. The most questionable thing is that the Minister is intervening in favour of a multinational company whose claim has already been turned down by the court. Due process has been completed; already it is late and the Minister is intervening in a manner that the helpless Board of the BSNL cannot but just protest against it. But still they have to abide by the directions - dangerous directions, like splitting the whole tender into 2G and 3G, to keep the 3G in pending, etc. All this is causing harm to the prestigious PSU in a big way. I want a full-fledged discussion about the whole tendering process and the undue and unwarranted intervention of the hon. Minister in the autonomy of the BSNL.

MR. SPEAKER: I have allowed 17 matters already. We have agreed to take up five matters only. We can do it, if you all cooperate.

[Translation]

SHRI VIRENDRA KUMAR (Sagar): Our country occupies a premier position among the countries of the world in the production, consumption and export of betel leaf. In our country, betel leaf is grown in abundance in the States of Madhya Pradesh, Uttar Pradesh, Bihar, Bengal and Assam, but betel cultivation is neither recognised as part of agriculture nor as an industry. Its production process is a very complex one. By erecting sheds using bamboo splinters, betel is grown with much hard labour. No policy has been formulated by the Government to provide assistance to lakhs of people involved in the production of betel leaf in the country. As a result its production is gradually diminishing. Besides, betel-leaf is exported to Pakistan and other countries from our country but there has been a decline in its export. Therefore, through you, I request that a comprehensive policy should be formulated with regard to cultivation of betel-leaf so that betel leaf production is covered within the ambirof crop insurance scheme.

[English]

SHRI BIKRAM KESHARI DEO (Kalahandi): I associate with the matter that he has raised. *...(Interruptions)*

MR. SPEAKER: Okay, you can associate with him.

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, I also associate with him. *...(Interruptions)*

MR. SPEAKER: You can tell that everybody is favouring it.

...(Interruptions)

[Translation]

MR. SPEAKER: Earlier the principle of associating was not in vogue, now this system has come into practice, everyone rises from his seat to associate himself.

[English]

SHRIMATI C.S. SUJATHA (Mavelikara): Sir, I would like to draw the attention of the Government, though you, to this important matter.

There are four passport offices functioning in the State of Kerala. They are located in Kozhikode, Kochi, Malappuram and Thiruvananthapuram. The number of emigrants is comparatively higher from the State. A considerable number of people from the areas of Central Travancore are working in European countries, United States of America and Gulf countries. At present, the people from these areas depend mainly on the Kochi Regional Passport Office for getting their passport processed. As the existing facilities at Kochi are inadequate to serve the growing demand there appears to be inordinate delays in issuing passports.

Besides, people from these areas face difficulties due to the fact that Kochi is located at long distance from these places.

Hence, a new Passport Office located in the area would help to ease the problem. The Government of Kerala has already sent a request to the Centre in this regard. I urge upon the Government to consider the request and take necessary measures to open a new Passport Office in any of the following towns; Kayamkulam, Mavelikkara, Chengannur and Thiruvalla, located in the Central Travancore area of Kerala. Thank you.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Speaker, Sir, I am expressing before you the feelings of the people of entire Bihar and I would like to draw the attention of the Government towards this matter. For many years, Patna University, which is one of the oldest universities

of the country and which holds a distinct identity of its own has been demanding the status of a Central University. Many hon'ble members like Shri Vijay Krishna ji, Sitaram Singh ji, Devendra ji, Alok Mehta ji and many eminent colleagues have raised this demand that Central university status be accorded to Patna University. On August 15 hon'ble Prime Minister also gave an assurance that all the old universities belonging to our state and also to other states will be accorded the status of Central University. You will be surprised to know that not a single Central university or central level educational institution has been established in Bihar. This is a very unfortunate situation. Bihar has had a historical background, Nalanda university of Bihar essayed the role of imparting education to the whole world. ...(*Interruptions*)

MR. SPEAKER: It has atleast imparted education to Ram Kripal Yadav.

SHRI RAM KRIPAL YADAV: But it is very unfortunate that till date the Government has not paid attention towards Patna university. Agitations are taking place there regularly. Students are an agitated lot there. Teachers of Patna University have become agitated. It has been the demand of the whole Bihar that Patna University be accorded the status of a Central University. People are migrating from there. Sixty years have passed by since our country achieved independence. In spite of that a central university has not been established of Patna while Patna university meets all the required criteria.

SHRI VIJOY KRISHNA (Barh): Sir, I associate myself with this matter.

SHRI ALOK KUMAR MEHTA (Samastipur): Sir, I also associate myself with this matter.

[*English*]

MR. SPEAKER: All hon. Members from Bihar will associate with it.

[*Translation*]

SHRI RAM KRIPAL YADAV: The Minister of Human Resource Development Shri Arjun Singh ji has also promised to consider it but unfortunately it has not been done till now. I seek your patronage in this matter. You also are personally aware of the historical importance of Patna University. It holds a unique place in teaching many subjects in and outside the country. Through you I would

request the Government to accord the status of a Central university to Patna university. It enjoys a unique identity in the world. ...(*Interruptions*)

MR. SPEAKER: You always cooperate but you are not cooperating with us.

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, kindly direct the hon'ble Minister. Former Chief Minister of Bihar and our leader Shri Lalu ji is sitting here. A No objection certificate has also been issued to Patna university, Patna university has a distinctive identity.

[*English*]

MR. SPEAKER: Nothing more is to be recorded.

[*Translation*]

Please wind up.

...(*Interruptions*)

[*English*]

MR. SPEAKER: All hon'ble Members from Bihar will associate with it.

[*Translation*]

SHRI RAM KRIPAL YADAV: Sir, I reach your patronage.

MR. SPEAKER: You have already got full patronage.

...(*Interruptions*)

MR. SPEAKER: What is the matter? You are not listening to me. You are listening to even your leader. Please take your seat.

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Speaker, Sir, hon'ble Prime Minister had announced a package for Vidarbha region of Maharashtra last year. ...(*Interruptions*)

MR. SPEAKER: Please listen, it is a very important matter.

SHRI HARIBHAU RATHOD: In order to provide relief to the farmers of Vidarbha, a package worth Rs. 3750

[Shri Haribhau Rathod]

crores was given by the hon'ble Prime Minister. This package was given to prevent suicides by the farmers. One year has elapsed since then, but the incidents involving suicides by farmers continue to increase instead of decreasing.

Sir, implementation of the package has been faulty. The people from Congress Party have planned in such a way that funds worth Rs. 900 crores which were to be given to the farmers have not been disbursed and the same amount has been deposited in the cooperative Banks. The package contained a provision that the outstanding loans upto June 13, 2006 were to be divided into five instalments and a moratorium period of two years was also kept but the Banks did not grant that also. They even recovered the outstanding loans by modifying the conditions. The farmers did not get even this benefit. This money has also reached the safe custody of the Banks.

The money was not disbursed in the form of cash but it was given in kind and the items which were not necessary or useful were purchased by the State Government. It involves corruption to the tune of lakhs and crores of Rupees. *...(Interruptions)*

MR. SPEAKER: It is not the time to go into such details.

SHRI HARIBHAU RATHOD: These details are quite essential. *...(Interruptions)*

MR. SPEAKER: No, right now we do not have time. Take another opportunity.

...(Interruptions)

SHRI HARIBHAU RATHOD: Mr. Speaker, Sir, as the money was given. *...(Interruptions)* This is a very sensitive matter but the Government of Maharashtra has utterly failed. *...(Interruptions)*

MR. SPEAKER: I have allowed a discussion on the issue of farmers, you can participate in that discussion.

SHRI HARIBHAU RATHOD: Sir, just now my demand is that development of railway infrastructure has not taken place in our area. Laluji is also sitting here. *...(Interruptions)*

MR. SPEAKER: Okay, your time is over.

SHRI HARIBHAU RATHOD: Sir, Shri Laluji is also sitting here. He must be listening that they have asked for an outstanding amount of Rs. 230 crores from the State Government and we have written to the Prime Minister to provide the amount of Rs. 230 crores in the package. *...(Interruptions)*

[English]

MR. SPEAKER: Thank you. Do not misuse the opportunity.

...(Interruptions)

MR. SPEAKER: Nothing is being recorded.

...(Interruptions)

[Translation]

MR. SPEAKER: You had a point to raise. I have given you the opportunity. For that such a long speech was not necessary.

...(Interruptions)

MR. SPEAKER: No, no suggestions please. Take your seat. Nothing is going on record.

...(Interruptions)

[English]

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla): Thank you Mr. Speaker, Sir, for giving me this opportunity. I would like to draw the attention of the Government to a very unprecedented fury of rain and cloud burst particularly in the State of Himachal Pradesh. There has been so much loss in the last couple of days that we have reached a tally of 80 human lives today.

Secondly, a very historic and heritage railway line has been damaged to the extent that Koti Railway Station near Parwanu has been totally washed out.

[Translation]

Fortunately, our Minister of Railways Shri Lalu Prasad ji is sitting here. He himself had visited that place. That station had honoured him. Today, that station is totally washed out and for the last 15 days there is no rail traffic there.

[*English*]

There are two major implications of this scenario. One is that it is a strategic region. There are military supplies and men to be moved to the Shukkar sector that has been affected very badly. Secondly, this is a peak apple season and the people have to go from the rural areas to the main highway. But those bridges and culverts have been washed away. These two things are very serious. My aggregation to the Government of India is that a minimum of Rs. 1000 crore may kindly be given so that we could come out of this very horrid and pathetic situation.

MR. SPEAKER: Thank you. You have raised the matter very ably.

Shrimati Pratibha Singh associated herself with the matter raised by Dr. Shandil.

...(*Interruptions*)

MR. SPEAKER: I have allowed 22 matters.

[*Translation*]

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora): Mr. Speaker, Sir, I am very thankful to you. ...(*Interruptions*)

MR. SPEAKER: Rest of the matters can be raised in the evening. It was decided in the meeting of the leaders. Five matters were to be taken up. I have given opportunity to 22 speakers. Rest of them will now be given opportunity in the evening. Now, let him speak.

...(*Interruptions*)

MR. SPEAKER: An hon. Member from your party is speaking. Why are you disturbing? Let him speak.

...(*Interruptions*)

SHRI BACHI SINGH RAWAT 'BACHDA': Mr. Speaker, Sir, Shandil ji had raised a matter just now regarding Himachal Pradesh. The same is the case in Uttaranchal Pradesh. Almost 1000 houses have been washed away by the cloud burst in the entire Almora, Pithoragarh, Bageshwar, Champawat, Chamoli and Pauri—Tehri areas. It has also caused loss of human lives and cattle and sheds. A study group should be sent there forthwith to assess the extent of damage. As per my assessment a loss to the tune of Rs. 1000 crores has been caused at

those places. Therefore, upper Himalayan range requires special attention.

[*English*]

MR. SPEAKER: This is an important issue. I am sure the Government will take note of this.

12.54¹/₂ hrs.

MATTERS UNDER RULE 377*

[*English*]

MR. SPEAKER: Matters under Rule 377 listed for the day are treated as laid on the Table of the House.

(i) Need to improve and augment the telecommunication services in Amreli Parliamentary Constituency of Gujrat.

[*Translation*]

SHRI V.K. THUMMAR (Amreli): Sir, Telecom Services in my Parliamentary Constituency of Amroli are not satisfactory, whereas, every region of the country has achieved remarkable progress in telecommunication sector, my Parliamentary constituency is not getting the required facilities for the development of telecom sector. Earlier also, I have drawn the attention of the Government by a letter and by raising questions in Parliament in this regard but no positive action has been taken so far. Recently, heavy down pour in Saurashtra led to collapse of entire telecom system. This has also not been rectified so far. The post of General Manager in this district is still lying vacant and the WLL and Towers which are insufficient in number are not working properly.

It is requested through this House that the Telephone Services in my Parliamentary Constituency, Amreli which collapsed due to floods may kindly be restored and the Telecom facilities be provided satisfactorily to the subscribers and necessary pending development works also be completed immediately.

* Treated as laid on the table of the House.

(ii) Need, to establish a Central University and ITI at Gumla/Lohardaga in Jharkhand.

DR. RAMESHWAR ORAON (Lohardaga): Sir, Lohardaga and Gumpa in my Parliamentary Constituency are tribal dominated areas. There is no Industrial Training institute or Technical education Institute there. The position of unemployment in rural areas is becoming serious day by day. Had there been any institute for industrial Training or Technical education, it would have been helpful for redressal of the problem. There is only one college in each district for general education with limited seats. The situation is such that students who passed matriculation with 1st division are unable to get admission there. Therefore, the seats are required to be increased in these colleges or new colleges have to be set up. The Union Government are following the policy to open more and more ITIs and Central Universities. I demand that the Government of India may kindly consider the proposal to establish ITI and Central University at Gumla and Lohardaga in Jharkhand.

(iii) Need to construct roads in the remote and strategically important border areas of Arunachal Pradesh

[English]

SHRI KIREN RIJU (Arunachal West): Arunachal Pradesh is strategically very important State. The roads in the forward border areas must be constructed at the earliest to meet any challenge and facilitate the local people. Some areas like upper region of West Kameng, East Kameng and Kurung Kumey districts of Arunachal Pradesh are still unconnected with roads. These areas have been left out under the road making programmes of the Government of India. There has been demand from the State Government to construct roads in the remote and strategically important border areas of Arunachal Pradesh.

I would like to request the Minister of Defence to take immediate steps to construct the following roads through Border Roads Organisation:

1. Roads from 9 miles of Bomdila-Dirang road to Nafra and connecting it with Mago-Thingbu in Tawang district.
2. Road from Nafra to Lada in East Kameng district and connecting it to Sarli in Kurung kumey district.

3. Road from Chayangtajo in East Kameng to Koloriang in Kurung Kumey district.

(iv) Need to accord the status of a Central University to Guru Ghasi Das University, Bilaspur, Chhattisgarh.

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur): Sir, the university of Bilaspur had been established in 1983 in the name of well known social reformer saint Guru Ghasi Das Ji. The Dalits, Tribals, backward category people of Chhattisgarh developed a spirit of self respect with the establishment of the University in the name of revered Guru Ghasi Das Baba.

The Demand to accord the status of a Central University to the Guru Ghasi Das University is being raised by the people since last more than a decade in order to touch the new height of higher education in economically and socially backward state of Chhattisgarh. The representatives of Chhattisgarh have also raised this demand many times in the Parliament. Recently, the Union Government have taken a decision to establish a Central University in every State. There is the zonal headquarters of railways, High Court and Headquarters of Coal (ACCL) and and a factory of NTPC situated in Bilaspur with a conducive atmosphere for education.

There is approximately 800 acres of land with Guru Ghasi Das University, Bilaspur. Majority of the residents within the jurisdiction of the University are dalit tribals. It is therefore, requested that the status of Central University may kindly be accorded to Guru Ghasi Das University.

(v) Need to provide employment to volunteers of Uttarakhand who were trained in Gorilla warfare by the Government.

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora): Mr. Speaker, Sir, volunteers were recruited in SSB under Ministry of Home Affairs and trained in Gorilla warfare. In due course of time the volunteers were appointed in regular services of SSB in northeast region and those who were not found eligible for appointment were provided other financial benefits and facilities like pension; Gratuity and other allowances.

Regular training was imparted to Gorilla volunteers by SSB in hilly districts of Uttarakhand with the assurance that regular appointment to these trained Gorilla. Volunteers will be given in future.

But neither regular appointments nor any financial benefits and facilities have been provided to these Gorilla volunteers of Uttarakhand by the SSB even after a lapse of many years. The Gorilla volunteers of Uttarakhand are depressed and a feeling of resentment is brewing among them as no heed is being paid by the Government to their demands. These SSB trained Gorilla volunteers have been agitating for their appointment and financial benefits for long back. They are demanding that regular appointment in SSB and financial benefits may be provided to Gorilla volunteers of Uttarakhand as well like those of northeastern States.

Therefore, I demand the Union Government may immediately intervene in this matter and regular appointment in SSB alongwith other financial benefits and facilities may be provided to the Gorilla volunteers of Uttarakhand.

(vi) Need to open a L.P.G. outlet at Ramganj Mandi, district Kota, Rajasthan

SHRI SRICHAND KRIPLANI (Chittorgarh): Sir, Ramganj Mandi in Kota district under my parliamentary constituency, Chittorgarh is famous for Kota stone and Coriander. More than fifty thousand people live there. As there is no LPG Gas agency, here people have to bring their gas cylinders from far off places forcing them to face difficulties in this regard. Therefore, in view of the prevailing situation a gas agency is required to be opened in Ramganj Mandi. I had made a request to the hon. Minister through my personal letters and raised the issue in the House too to open a gas agency there and hon. Minister had also assured me to do the needful but no action has been taken so far in this regard which has left the local populace anguished and helpless.

Therefore, I request to the Government, through you, that keeping in view the need of the local people, LPG gas agency should be opened at Ramganj Mandi to mitigate the difficulties of people living there. I hope that the hon. Minister would execute the work expeditiously.

(vii) Need to introduce one rank-one pension in Army

PROF. PREM KUMAR DHUMAL (Hamirpur): Sir, there is a great disparity between the retired and retiring army personnel which is leading to resentment among them. For the last many years ex-servicemen have been making request to implement the formula of one Rank one Pension to remove this disparity.

Sir, there is a large number of in service personnel and ex-servicemen in my parliamentary constituency, Hon'ble Defence Minister had constituted a special Committee after the recommendations of the fifty pay commission which was required to make recommendations to resolve this issue but it is yet to be done. Due to this there is a great resentment among the various ranks of ex-servicemen of the country. Now the sixth pay commission is considering the ways to increase the pay of central government employees. I request, through you, that the formula of 'one rank one pension' should certainly be accepted by the sixth pay Commission and implemented at the earliest.

(viii) Need to ensure maternity benefit to working women in unorganized sector

[English]

SHRIMATI MINATI SEN (Jalpaiguri): The issue of availability of maternity entitlements for women in India is a matter of deep concern in a situation where most working women are not able to access what is their basic rights. The huge majority of working women fall within the unorganized sector, and though the Maternity Benefit Act ('96') itself states that they too are entitled to maternity benefits. The reality is that most of these women are denied their rights. In many cases, pregnancy or even marriage in some cases, is a reason for depriving the poor women of her job. Ironically, the situation gets aggravated by the presence of this protective legislation, which often serves to make women vulnerable in the job market. Employers indulge in unjust practice of reducing women's employment just to evade their commitment on maternity benefits. The legal provision for penalizing the employers resorting to such tactics is observed more in breach. I, therefore, urge upon the Government to act strongly to ensure maternity benefit to working women in unorganized sector and the lacuna in legal provision is corrected immediately in favour of working women.

(ix) Need to establish early warning system for prediction of geological upheavals taking place in the Bundelkhand region of Uttar Pradesh

[Translation]

SHRI RAJNARAYAN BUDHOLIA (Hamirpur, Uttar Pradesh): Sir, there has been a landslide in an area of about 10 kilometers with the width of two and a half feet to eight feet before one kilometer of Dhashan river

[Shri Rajnarayan Budholia]

in Jigani village of Uttar Pradesh in my Parliamentary constituency, and the depth of pitfalls caused by this landslide is around 35 to 60 feet. The populace of Bundelkhand are in the grip of fear due to this incident. There is an acute scarcity of water in this area. Bundelkhand Kapura area is reeling under drought and other natural calamities for the last four to five years. Every year the country suffers large scale loss of life and property as well as livestock. Hundreds of animals too became the victim of this natural calamity. People of this area are in distress due to the absence of any early warning system for the prediction of such calamities and are compelled to migrate. In order to make them comfortable, there is an urgent need to conduct a survey in Bundelkhand area by sending a team of scientists there. At the same time, adequate compensation should be provided to the affected people. A demand the Government, through the House, to send a Central team of high level scientists to that area immediately for the examination regarding the geological upheavals in that area and urgent steps should be taken to establish early warning system for the prediction of such natural calamities so as to avoid the losses to be suffered thereby and immediate assistance should be provided to the affected people.

- (x) **Need to sanction adequate funds for Mahanadi River Cruise Project and take it up as a Mega Circuit with a view to give momentum to tourism in the region**

[English]

SHRI B. MAHTAB (Cuttack): With large number of tourists visiting various tourist destination has increased manifold, there is a need to invest handsomely for the development of infrastructure. Orissa should find place in the national tourism infrastructure development plan as very little has been done before. It would be better to develop not only the pilgrim destination but also those areas which cater to the nature lovers. Mahanadi River Cruise Project be taken up as a mega circuit which will not only attract domestic tourist but also foreign tourist too. Starting from Tirupur of Chattisgarh to Sonepur, the picturesque beauty is a site to love. The Satkosia gorge is India's largest gorge along with the largest elephant sanctuary. A proposed tiger sanctuary is also coming up. Mahanadi flows through Cuttack to Bhattarkanika which is also a National Park of international importance.

I would urge upon the Government to sanction sufficient funds for development of Mahanadi Mega Circuit for which a proposal from the Orissa State Government is in hand.

- (xi) **Need to provide financial relief to the people affected by flood in Kolhapur and Ichalkaranji regions of Maharashtra**

[Translation]

SHRIMATI NIVEDITA MANE (Ichalkaranji): Sir, I want to draw the attention of the Government forwards the severe flood that occurred in Kolhapur and Ichalkaranji regions of Maharashtra during the current season.

Sir, here flood is a certainly with the arrival of rainy season. The main reason of flood in this area is heavy rain along with the release of water in huge quantity from Almatti dam.

Sir, around 10,000 hectares of land have been affected due to the recent flood. Public and private property worth around Rs.1,000 lakhs has been damaged. Many people have died and many more have become homeless due to this flood.

I, therefore, demand the Government to provide Central assistance of Rs.10 lakh immediately to the next of kin of the people who have lost their lives in the flood affected areas, Loan of the farmers should be waived off and they should be provided seeds and fertilizers free of cost. Free rations should be provided to landless labourers in the flood affected areas and funds should be provided from the centre to raise the level of roads in these areas and make them concrete. Besides, a permanent solution should be found out to get rid of the problem of flood occurring every year.

- (xii) **Need to construct additional bridges on National Highway No .60 from Kharagpur to Sonakonia in Paschim Medinipur district of West Bengal for improving drainage system in the region**

[English]

SHRI PRABODH PANDA (Midnapore): A large part of Paschim Medinipur district has been seriously damaged by heavy rainfall and unprecedented flood situation. It was caused mainly due to water-logging. The newly constructed National Highway (NH-60), part of the Golden Quadrilateral from Kharagpur to Sonakonia, caused the main hindrance for passage of the rainwater. The bridges under the said highway are not sufficient for water passage. At Sonakonia the highway had been submerged

in the recent flood situation. Hence constructing more bridges in the said National Highway is urgently needed. This year lakhs of people got affected. Huge paddy crops were damaged. I urge upon the Union Government to take the matter urgently and should have a re-look at the drainage system in this area to save the lives of the local people at large.

- (xiii) **Need to provide financial assistance for media campaign of promoting renewable source of energy by the Central Governments through the "Total Energy Security Mission" launched by Government of Kerala**

SHRI K. FRANCIS GEORGE (Idukki): The Total Energy Security Mission (TESM) is a flagship project launched by the Government of Kerala during the 11th Five Year Plan. The Mission Programme is in line with the CMP of the UPA Government to achieve cent percent rural electrification in the country. The objective of the Mission is to achieve cent percent household electrification in the State with a minimum electrical energy availability of one unit per capita per day, providing at least the energy equivalent of eight cylinders of liquid petroleum gas to every household annually for cooking and initiating demand side management, energy conservation and promote use of non-conventional energy to achieve the above on a sustainable basis.

The Mission is managed by the Agency for Non-conventional Energy and Rural Technology (ANERT) and the Energy Management Centre (EMC), two leading agencies in the energy sector along with the Kerala State Electricity Board. "An Energy Environment Corp" comprising of local activists, teachers, environmental activists, social workers, science workers and workers in the electricity sector are being formed.

A total media campaign of the Mission is being launched for which Ministry of New and Renewable Energy, Government of India should render necessary financial help.

- (xiv) **Need to set up a Central University in Kerala in the honour of Shri Mannathu Padmanabhan, a great social leader**

SHRI P.C. THOMAS (Muvattupuzha): Shri Mannathu Padmanabhan, a great social leader of Kerala was instrumental in awakening millions of people. He was founder of "Nair Service Society" which started

educational, health and industrial units all over Kerala. "Nair Service Society works in several parts of India and abroad and has helped crores of people irrespective of caste, creed, colour and religion. Shri Mannom, as he was popularly known, has inspired people to liberate from economic and educational inequalities. His name has recognition in Kerala and will continue for years to come. The Government of India has honoured him with release of a postal stamp. I request the Government to start a Central University in Kerala in his name and also to start a 'CHAIR' in his name to teach Malayalam in University of Delhi.

12.55 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS)—2007-2008

[*Translation*]

PROF. PREM KUMAR DHUMAL (Hamirpur): Mr. Speaker, Sir, demands for supplementary grants for Railways for the year 2007-08 have been presented in the house and I am seeking your permission to have a discussion thereon.

Mr. Speaker, Sir, while the pilgrims' places of India have played a significant role to preserve the unity, integrity and culture of India, same way the Indian Railways has played a significant role in connecting this country.

Mr. Speaker, Sir, with the passage of time, railway is becoming a subject of dispute. You had once observed from your chair and said to all the Members of Parliament that we all are Indians. If we think over it, then it seems that you were expressing the voice of the common man and was giving your observation over it. The Government of India is the government of the people and whosoever happens to be a minister at the centre and whatever ministry one may hold one has to treat everyone equally. Every State wants railway facilities. For the last few years, a trend has developed that if somebody happens to become a Union Minister from some State and some ministry or department is assigned to him, then most of the works related to that ministry or department are done and facilities are provided for that very State or the works are done and facilities are provided for the State where the youth are forced to take up arms in desperation, and where peace and harmony is disturbed. For example, we can see the North Eastern states. Jammu and Kashmir

[Prof. Prem Kumar Dhupal]

is our neighbouring State. Railway-line has reached up to Udhampur over there; we welcome this step. Rs. 10 thousand crore have been given for railway projects in North Eastern states, we welcome this step too, this must happen. But there is Himachal Pradesh from where 52 Jawans sacrificed their life in Kargil war. The Government of India awarded four Paramveer chakras in all to the Jawans who sacrificed their life in the Kargil war, out of which two Paramveer chakras were awarded to the brave Jawans of Himachal Pradesh.

Mr. Speaker, Sir, we are celebrating the 60th anniversary of India's independence. But, during this period of 60 years. Himachal Pradesh has got only 20-kilometers of broad gauge railway line. Late Lalit Narayan Mishra had inaugurated a railway line in January, 1973. After 18 years, when Shri Janeshwar Mishra became the Minister of Railways and I was a Member of Parliament at that time, then, 14 kilometers of railway line up to Una was inaugurated. I have mentioned these facts because you had said that we all are Indians. Now every citizen of Himachal Pradesh asks that our Jawans have sacrificed their life after being recruited in the Central Security Forces, they have sacrificed themselves for maintaining peace and fighting with terrorism and even today a dead bodies of the martyred Jawans continue to arrive from state like Tripura but what contribution have we received from the centre? Honourable Prime Minister had visited Himachal Pradesh in 2005. The State government had put forth some demands before him and the very next day the honourable Prime Minister issued a press statement.

[English]

State government demands-Prime Minister's Development Initiative.

13.00 hrs

[Translation]

There a paper was circulated claiming that more than Rs.4000 crores have been sanctioned for Himachal Pradesh. It was announced that more than Rs.2000 crores had been earmarked for railways exclusively. Today work on not even a single project is going on over there. Not only in Himachal Pradesh, but in the whole country, in the peace loving states, the same thing might have been taking place. The people want to ask the honourable Prime Minister that if announcements made by him are not transformed into reality, then whether the youth of every State will have to take up arms.

MR. SPEAKER: You please don't say like this.

PROF. PREM KUMAR DHUMAL: I am compelled to say this.

[English]

MR. SPEAKER: You are a very respected and responsible Member.

[Translation]

PROF. PREM KUMAR DHUMAL: The situation that is developing there is. ...*(Interruptions)*

MR. SPEAKER: We all fully agree with you. We all salute the youth of Himachal Pradesh, who sacrifice their lives for the country

[English]

Prof. Dhupal, you may continue after lunch hour.

The House stands adjourned to meet again at 2.p.m.

13.01 hrs

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.

14.06 hrs.

The Lok Sabha re-assembled after Lunch at six minutes past Fourteen of the Clock.

(MR. DEPUTY SPEAKER in the Chair)

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS)—2007-08—Contd.

[English]

MR. DEPUTY SPEAKER: We will take up Item No. 14. Prof. Prem Kumar Dhupal was on his legs when the House was adjourned. Now, I would request him to continue his speech.

[Translation]

PROF. PREM KUMAR DHUMAL (Hamirpur): Mr. Deputy Speaker, Sir, I had said that. ...*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Mr. Deputy Speaker, Sir, kindly give directions to the honourable Members that instead of making long speeches on it, they should express their views in two minutes only.

MR. DEPUTY SPEAKER: Lal Prasad Ji, honourable Prem Kumar Dhimalji is a very learned member. So, it is necessary to hear his views.

SHRI LALU PRASAD: Mr. Deputy Speaker, Sir, I request that if any Member of Parliament wants to lay his written speech on the table of the House, he or she may be requested to do so. I would like to bring it to your notice that national convention of our party is going on in Banaras. So, I have to go to Banaras. Therefore, I would like that discussion on this subject should be held today itself.

MR. DEPUTY SPEAKER: Lal Prasad Ji, at what time you want to go?

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY (Puri): Mr. Deputy Speaker, Sir, I request that the honourable members, who want to lay their written speeches on the Table of the House, may be asked to do so.

MR. DEPUTY SPEAKER: Lal Prasadji, at what time you want to leave?

SHRI LALU PRASAD: Mr. Deputy Speaker, Sir, if I am relieved from here by 5 p.m. today, then it will be alright as I have to do some other jobs also. If my mood remains fresh, then I will be able to do all other works of the honourable Members. ... (Interruptions)

[English]

MR. DEPUTY SPEAKER: Do not waste the time. Please sit down.

[Translation]

SHRI BHANWAR SINGH DANGAWAS (Nagaur): Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Railway Minister to the fact that I have been requesting to the concerned Minister about my constituency for three and a half years but nothing has happened till date. ... (Interruptions)

[English]

MR. DEPUTY SPEAKER: Those hon. Members who want to give their written speeches can lay their speeches on the Table of the House. That will form part of the proceedings. I think Shri Lal Prasad ji will certainly look into your demands also.

[Translation]

PROF. PREM KUMAR DHUMAL: Mr. Deputy Speaker, Sir, I would like to say that on the one hand it seems comforting that there is an improvement in the railway fiscal position and that the railways has earned thousands of crores of rupees, but on the other hand the increasing number of train accidents, the murders and robberies by terrorists or anti-social elements in the trains are a matter of concern.

Sir, crores of rupees are spent every year in the name of providing better facilities, but, even then filth within the railway premises, continuation of illegal vendors' activities on the railway stations, decline in the standard of catering facility in important trains like Shatabdi, filthy conditions at platforms, waiting halls, toilets and bathrooms prove that the passengers are being cheated only in the name of better facilities to them. I would like to request hon. Railway Minister that he must pay attention to these facts and make improvement in facilities. Various groups cheat innocent passengers. There should also be a provision to provide security to the passengers.

Mr. Deputy Speaker, Sir, while the hon. Minister is in a hurry, so I would like to draw his attention towards a few things concerning my constituency. As I said earlier only 20 k.m. broad gauge railway line has been laid in Himachal Pradesh during these 60 years. Una is an important railway station in my State but there is no shelter at the station. There is no facility of cold drinking water during summer. Ticket reservation facility at every railway station is available from 8 o' clock in the morning till 8 o' clock at night but this facility is available in Una from 8 o' clock in the morning till 2.00 at the afternoon and there is only one shift of duty available. Most of the passengers are soldiers and they face problem in getting return reservation tickets. That is why, I would request the hon. Minister that it should be made functional from 8 o' clock in the morning till 8 o' clock in the evening.

We all are religiously connected with Haridwar. Now there is a broad gauge line upto Una. I request that a

[Prof. Prem Kumar Dhumal]

new train should be started from Una to Haridwar and new railway facility should be made available to the people of Himachal Pradesh.

Sir, every State is connected with Shatabdi or Rajdhani train facility from this place, but Himachal Pradesh has not got this facility till date. Now, there is a broad gauge line upto Una and its electrification work has already been done. So, I request that if the Janshatabdi Express running from Chandigarh is extended upto Una, a fast train facility will be available for the people of Himachal Pradesh; If you extend the trains terminating at Nangal Dam and Ambala upto Una, then the people of that area will also be benefited because all facilities are available there and this distance is only of 14 kms.

Sir, Paschim Express starts from Kalka and a few coaches are attached to it from Ambala. In the same manner, if some coaches are attached to train no. 2716, Amritsar-Nanded Express from Una, then people can definitely go upto Delhi, Agra Cantt, Gwalior, Jhansi, Bhopal and Manmad and Himachal Pradesh will have direct connection with the North-Central and the Central Railways and also with the South Central Railways. If this is done, passengers will be able to go to Mathura, Vrindavan and Shirdi and the Sikh pilgrims will be able to go to Anandpur Sahib, where the foundation of Khalsa Panth was laid. Apart from that, people working in the Armed Forces, who travel from Himachal Pradesh by trains, will have the facility to travel to Delhi, Ambala Cantt., Mathura, Agra Cantt., Gwalior, Jhansi, Bhopal, Manmad and Aurangabad Army Headquarters. Mr. Deputy Speaker, Sir, one train goes to Ambala via Churdu, Takarala, Una.

I would like to draw the attention of the Railway Ministry particularly towards it. Passengers travel for six hours in this train, but there is no toilet facility for them. Aged people, children and women in particular have to face inconvenience for six hours. I hope that the hon. Minister of State will be noting this matter and hon. Lalji's special attention is required in this regard. One train runs via Churdu-Una-Takarala-Ambala for which one side travel time is six hours. Women, children and aged persons travel in it and no toilet facility is available in this train and you can imagine their inconvenience. I request that immediate orders be given to provide toilet facility in that train so that people get an essential facility.

I congratulated him that the railway has become economically strong. I have written to him time and

again and all the State Governments have also written to him. There are so many railway crossings which are unmanned or where there is no such facility at all people are compelled to walk extra miles. There are two such railway stations on the Nandpur Bhattoli and Gatutar pathankot-Jogindernagar railway-lines where people keep on demanding for railway crossings. I request him to make an expenditure of only Rs. 50-60 lakhs when he has got a cash surplus of Rs. 20,153 crores. I would like to request that these two railway crossings should be made immediately.

Laying of foundation stone for extending the broad gauge line from Kalka to Parvanu was done by the then Railway Minister many years ago. Himachal Pradesh gets one more entry by this. From Kalka to Parvanu, Kalka is the last railway station in Haryana and if we extend that line upto Parvanu, then

[English]

Only five kilometres you have to cover and you will be opening another door for the Himachal Pradesh for Railways. The foundation stone has already been laid for that.

[Translation]

Hon. Prime Minister has also announced Chandigarh Badli Ghanoli Nangal railway line and after the announcement of Industrial package, there is much possibility of passenger as well as goods traffic and though the hon. Prime Minister has made an announcement of Rs. 400 crores for that purpose as I mentioned about it in the beginning but not even a penny has been spent on this project. This project has not been started. I would like that work for Chandigarh Badli Ghanoli Nangal rail link be started immediately. Cement industry has been established on a large scale at Bhanupalli Barmana Rampur in Himachal Pradesh and there is much traffic of cement and it is transported by road and due to that accidents are also occurring. There are traffic jams also. I request that Bhanupalli Barmana Rampur railway line should be taken up as a Central project. The Hon. Prime Minister had also assured that it would be taken up as a Central project and the State Government has also raised this issue, but the Railway Minister denied permission for that. If Central projects can be taken up in other States then.

[English]

Why not for Himachal Pradesh?

[Translation]

This project should be taken up as a Central project in Himachal Pradesh also because investment to the tune of approx Rs. 1200 crores is going to be made in this project. As I said in the beginning the laying of the foundation stone for Nangal Una Talwada railway line was done in the year 1973 and till date only 20 k.m. railway track has been constructed there. I request that it should also be completed immediately. The hon. Prime Minister has announced Rs. 400 crores for this purpose, but the work got stopped at churdu and further work is not being carried out. Each and every Member of Parliament as well as the Governments have continuously made a demand for converting Pathankot-Jogindernagar narrow-gauge into broad-gauge and it is highly essential. The Hon. Minister of Tourism is also present in the House. To develop tourism in the beautiful valley of Kangra, it is essential to have broad-gauge railway-line link for Kullu-Manali Mandi. I feel that if this demand is, fulfilled the tourism potential of the State will increase very much.

Mr. Deputy Speaker, Sir, complaints come from several States also that elected Members of Parliament are not invited the programmes organised by the Railways. There are one or two such incidents where defeated Members flagged off and trains were introduced. In democracy, people remain on this side or that side but it is only elected Members who sit on this side or that side. So, I would like to submit that proper respect should be given to them. I do not want that there should be delay in getting Lalaji elected as the Chairman. I am concluding my speech with the assurance in mind which I have got from the Chair as well as from the hon. Minister. I have presented only genuine demands of my area on which though having the approval of the Government no further action has been taken. I hope that the hon. Minister will pay attention towards these demands and will do necessary action in this regard.

With these words I conclude.

[English]

MR. DEPUTY SPEAKER: Shri K.V. Thangakalu; please be very brief.

[Translation]

*SHRI KIRTI VARDHAN SINGH (Gonda): Sir, I would like to bring to your notice some of the problems faced by the railway passengers of Gonda district—

1. Mankapur is an important town and now it has become a junction after inauguration of Ayodhya railway bridge. The biggest ITI of Asia is located here and the staff of this institute have to travel all over the country. So, it is essential that Mankapur should be directly connected with the State and the capital. Presently, only Raxaul and Guwathi-old Delhi trains halt at Mankapur. Now it has become extremely essential to link it with Delhi by Superfast express train. The stoppage of Gorakhdham Express (2555UP, 2556DN) at Mankapur is essential as it will solve the problems of passengers of this area.
2. A large number of employees of ITI and sugar mills have to travel daily to Lucknow. Presently, no train to Lucknow stops at Mankapur in the morning. Cochin-Lucknow train is the first train that stops at Mankapur but it reaches there in the afternoon. Provision of stoppage of Howrah-KathGodam Express 3019UP-3020DN at Mankapur junction will solve the problems of the daily passengers travelling from Mankapur to Lucknow.
3. Two big towns namely Karnalganj and Babhnan are located along the Gorakhpur-Lucknow route. A large number of traders and passengers from these towns travel to Lucknow. The stoppage of Gorakhpur, Lucknow, intercity express at Karnalganj and Babhnan is extremely essential for the convenience of these passengers.
4. Gonda is the district headquarter. The work of doubling the railway line from Lucknow to Mankapur has been completed and the work from Mankapur to Gorakhpur is in progress. An important railway bridge along the Ayodhya route has been commissioned. It is on account of the absence of connectivity from Gonda to Faizabad through the Northern railway that the people of Gonda are even today deprived of these important achievements.

*The speech was laid on the Table.

[Shri Kirti Vardhan Singh]

The introduction of following new railway services will provide important facilities to the people of this area.

1. Gonda to Allahabad via Faizabad.
2. Gonda to Varanasi via Faizabad.

I would humbly like to inform you that two years have elapsed since the setting up of the Parsativari railway station, however, till today no arrangement has been made regarding the stoppage of passenger trains or ticket vending. Stoppage of passenger trains and ticket vending at Parsativari railway station is necessary on account of the following:

1. Parsativari railway station is located in the middle of Babhnian and Chhapiya.
2. Often passenger trains halt at the crossing of Parsativari station and some passenger get down from the trains. It causes revenue loss to the railway department.
3. Sufficient number of railway employees are posted at Parsativari railway station who can do operational work of the railways along with ticket vending and thus the department can earn extra revenue.
4. Time and again written assurances have been given by the railway officers that after the setting up of the station, stoppage of passenger trains and ticket vending work will be commenced. It was on account of those assurances that some local people of that area handed over their land to the railway department for construction even before the acquisition of the land. In this context the reference of the letter written by the railways is given below:

1. Letter No.W/Kan/315/Gorakhpur/Land acquisition dated 15.7.2003-03.05.2008
2. Letter No.407/01/255/Development dated 23.2.2005.

I request you to issue instructions to the concerned officials for making arrangements in respect of the stoppage of passenger trains at Parsativari station and also for ticket vending at the station.

[English]

*SHRI BRAJA KISHORE TRIPATHY (Puri): I would like to bring to the notice of Hon'ble Minister of Railways through you for allotment of additional funds in the supplementary demands for grants for expediting the ongoing Railway development project and inclusion of new projects which have not been covered in the Railway Budget 2007-08.

Sir, Orissa has been deprived of its rightful due of grants during the last four successive Railway Budget. You are aware that the two railways zones i.e. East Coast Railways and portion of South Eastern Railways which pass through the part of State of Orissa are major revenue earners for the Indian Railways. Hence, I will request the Hon'ble Railway Minister through you to enhance the sanction amount for completion of ongoing Railway Projects in the State and to increase the allotment as follows:

Gauge Conversion

Sir, Gauge conversion between Rupsa-Baripada, which will immensely benefit the large chunk of tribal population of the region has not been adequately provided hence, I would request through you to Hon'ble Railway Minister to increase the amount to expedite the gauge conversion from Rupsa to Bangiriposi which is very important as it is envisaged as an alternate to 3rd line between Kharagpur and Tatanagar and made into 2 phases, the first phase a gauge conversion of Rupsa-Bangiriposi and phase-2 connecting Bangiriposi with either Gorumahisani or Dollbhumgarh, which will subsequently connect to Tatanagar thereby reducing substantial distance. Nuapara-Gunupur, route gauge conversion may be expedited and extension to be made upto Therubali and also sanction is needed to provide connectivity to Gopalpur Port.

On Going New Lines

Lanjigarh Road-Junagarh B.G. Rail Link: Sir, this project was sanctioned in the year 1993-94. Rs.100 crores was demanded for commissioning the section between Lanjigarh Road-Bhawanipatana and commencement of land acquisition from Bhawanipatana to Junagarh. However, the sanction amount of only Rs.12/- crore is

peanut, hence funds may be provided adequately for the early completion of the project.

Haridaspur-Paradip B.G. Link: Sir, only Rs.20/- crores has been allotted in the Budget which I would request the Hon'ble Railway Minister through you to increase in the ongoing supplementary Budget.

Khurda Road-Bolangir B.G. Link: Hon'ble Speaker Sir, only Rs.20/- crores has been allotted, which I would request the Hon'ble Railway Minister through you to increase in the Supplementary Budget.

Angul-Dubri-Sukinda Road B.G. Link: was sanctioned in the year 1997-98. Due to inadequate allotment of Rs.60 crore land acquisition has not commenced. This rail link is critical for the steel industries since it will be a feeder link for transportation of coal to the industries in the Dubri area and iron ore to the industries in the districts of Cuttack, Dhenkanal and Jharsuguda. The allotment is meager and may be increased in the Supplementary Budget.

Talcher-Bimlagarh (154 Kms):- Project has been sanctioned in the year 2004-05 and land acquisition work is to be commenced. Ministry of Railways was requested to allot Rs 100 crores for completion of land acquisition work and commencement of this project. However, only Rs.15/- crores, has been allotted in the Budget-2007-08, which needs to be increased in the Supplementary Budget.

Doubling of Existing Railway Lines:

1. Doubling of Khurda Road-Puri: Hon'ble Speaker Sir, this railway line is more than 100 years old and doubling should be expedited in view of the importance of Puri as an international Tourism point. This is the only railway line connecting Shri Jagannath Dham one of the four Dhams of the country. The track is already 100% saturated. In the Railway Budget-2007-08 only Rs.5/- crores has been earmarked, which is inadequate for completion of this project. Although the survey has been completed since long again it was further announced for survey for 2nd Phase work. However, I request the Hon'ble Railway Minister for sanction of II Phase Work with adequate allotment in the Supplementary Budget.

Daitari-Banspani B.G. rail links (155) Kms: Sir, I had requested Hon'ble Railway Minister for doubling of

Daitari-Banspani B.G. Link which is one of the most important projects of the State. It is the lifeline of all the steel plants located in Jajpur, Dhenkanal, Cuttack, Sambalpur and Jharsuguda districts. This project was sanctioned in the year 1992-93 and is yet to be completed. Since the Industrial scenario has been changed in the area dramatically and private parties are interested to set up Steel Plants in a big way. But, no amount has been allotted to this project, although electrification has been announced by the Railway Minister in his Budget speech. I would request the Railway Minister through you Sir, for allotment for doubling and electrification of this project in the Supplementary Budget.

Talcher-Sambalpur B.G. rail links: This was commissioned in the year 1998 which has reduced the distance from Bhubaneswar-New Delhi by 150 Kms. The Ministry of Railways was therefore requested to sanction doubling of Talcher B.G. rail links and sanction funds for electrification of this route. However, no amount has been allotted in the Budget-2007-08, although survey for doubling of the project has been announced by the Hon'ble Railway Minister in his Budget Speech. I would request the Railway Minister through you Sir, for allotment for this project adequately in the Supplementary Budget.

Haridaspur-Paradeep B.G. rail link: Sir, I had requested Hon'ble Railway Minister for allotment for doubling of Haridaspur-Paradeep B.G. rail links. It is also requested that doubling of Nirgundi-Cuttack-Ragunathpur which has not been adequately allotted may be increased in the Supplementary Budget-2007-08. Rahama-Paradeep Rail Line may be completed at the earliest. For doubling of Titilagarh-Lanjigarh Road, the allotment may be increased. The doubling of Rahama-Raj Athagarh-Barang, 2nd Bridge on Birupa & Mahandi needs to be increased. The doubling of Cuttack-Barang, Khurda-Barang 3rd Line, also needs to be increased. For doubling Sambalpur-Rengali, Jharsuguda Bypass Railway lines allotment may be increased adequately. The doubling of Jharsugud-Rengali also needs to be increased. The doubling of Raja Athagarh-Baranga (20 kms) also needs to be increased. Sir, for doubling of Sambalpur-Titalgarh (182 Kms) and Raja Athagarh-Nirgundi (28 Kms), the allotment is also not adequate, hence I request to Hon'ble Railway Minister through you to increase allotment in the Supplementary Demands for grants of the Railway Budget 2007-2008.

Electrification:

Sir, I had requested Hon'ble Railway Minister for allotment of Rs. 100/- crores for the Electrification of the feeder links viz: Daitari-Banspani B.G. Link, Talcher-Sambalpur-Jharsuguda B.G. Link and Haridaspur-Paradeep B.G. Link. However, sufficient funds have not been allotted in the present Budget. I would request to the Hon'ble Railway Minister through you for allotment of sufficient funds for these projects and alongwith, Koraput-Rayagarh electrification project may be sanctioned in the Supplementary Demands for grants of the Railway Budget-2007-08.

New Lines and Surveys.

Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for expediting the following projects.

(a) Conversion & Extension of Nuapada-Gunupur B.G. Rail Link to Theruvall (79Kms.)

Traffic survey was made in March, 1999 for extension of the converted Nuapada-Gunupur B.G. Rail Link to Theruvali with a favourable rate of return. This extension will immensely benefit flow of import and export of cargo via-Gopalpur Port.

(b) Jeypore-Maikangiri (117Kms.):

This broad-gauge rail link for which a survey report has been submitted to Ministry of Railways forms a part of the most backward districts of Orissa i.e. KBK area, which has been accorded special status by Government of India for speedy development. This requires immediate implementation.

(c) Talcher-Gopalpur (245 Kms)

The survey report of Talcher-Gopalpur Broad-gauge Rail Link line submitted to Ministry of Railways indicated a favourable rate of return. The recent thrust of industrialization with setting up of Steel, Power and Aluminum Plants would require a dedicated Railway link between Talcher to Gopalpur (Special Economic Zone) for export and import of raw material and finished products.

(d) Bargarh-Nuapada-Via-Padmapur (120 Kms):

Survey for this Broad-gauge Rail link was completed with a viable rate of return 18.32% and report submitted to the Ministry of Railways. Rail infrastructure in Western Orissa is not developed adequately despite a large number of industries are existing and heavy production of food grains are achieved. This B.G. Rail link will traverse through acutely backward areas of the State, and will ensure economic development.

(e) Puri-Konark (35 Kms.) : Puri attracts thousands of pilgrims due to temple of Lord Jagannath. The famous Sun Temple is located at Konark. This monument is famous throughout the world and thronged by visitors from domestic and abroad.

Considering these a survey was completed for construction of New B.G. Rail Link between Puri-konark on the year 1997. This link will facilitate visits by the tourists and pilgrims to the last link of the golden triangle. For Bargarh-Nuapada-Via-Padmapur (120 Kms) and Puri-Konark (35 Kms.) though for detailed survey has been announced in principle, no steps have been taken in this regard so far and now also no funds have been allocated in the Current Budget for these two projects.

(f) Gopalpur-Rayagada (282 Kms) :

All Bauxite deposits are located in Rayagada and Kalahandi area. Recently, Government of Orissa has signed number of Memorandums of understanding (MOU) for setting up of Aluminium industries for production of Alumina and Aluminium. Sanction for a survey is imperative to cater to the traffic that will be generated.

(g) Jaleswar-Digha (40 Kms):

Digha is a popular beach resort, which will be connected from Tamluk. It is necessary that a survey be sanctioned from Jaleswar to Digha a stretch of 40 Kms. so that the vast areas in Bhogarai and Jaleswar Block can be connected. Although this project has been announced, no funds have been allocated,

(h) Jaipur Keonjhar Road-Jaipur (30 Kms.):

Biraja Khetra at jaipur Town is a famous place of Pilgrimage in India at Par with Dwaraka and Kasi. A large number of pilgrims visit this area regularly. The

Ministry of Railways is requested to sanction a survey for extension of the East Coast Railway line from Jajpur-Keonjhar Road to Jajpur.

(I) Gorumahisani To Buramara (35 Kms.)

Work is in progress for gauge conversion of Rupsa-Bangiriposi N.G. Rail Link. A survey may be sanctioned for linking Gorumahisani on Tata-Badamapahar B.G. Rail Link to Buramara on Rupsa-Bangiriposi Rail Link,

(J) Badampahar To Keonjhar (70 Kms.)

A survey needs to be sanctioned between Badamapahar to Keonjhar which shall link the rich iron ore area with Tatanagar.

(k) Sambalpur-Berhampur via Birmaharajpur (408 Kms.)

Presently a direct rail link from Western to Southern Orissa is not available. Transportation of goods and passengers is circuitous having to move via Raipur-Vizianagram or the East Coast Rail Link.

(l) Bolangir-Nawapara (159 Kms.)

Bolangir and Nawapara are extremely backward district of Orissa, covered under the KBK districts, which has been accorded special status by Government of India. Availability of Railway infrastructure shall lead to economic growth.

(m) Banspani-Bimilagarh (80 Kms.)

Keonjhar and Sundargarh districts are iron ore hub of Orissa. With rapid industrialization a network of railway links shall cater to the transportation requirement of that area.

(n) Berhampur to Phulbani (169.8 Kms.)

A preliminary Engineering-Cum Traffic Survey was conducted in 2003. Phulbani is one of the extremely backward districts of Orissa, though endowed with large deposits of Granite, Graphite, Quartz, Manganese and Bauxite. Sanction of requisite funds may be made for commencement and completion of the project.

The following extension and introduction of New Trains may be introduced

Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for extension and introduction of New Trains:

Super-fast Express from Sambalpur to Allahabad

There is no direct train from Sambalpur to Allahabad in order to meet the growing demand of traffic from Western Orissa. Introduction of a new train from Sambalpur to Allahabad Via-Ranchi and Gaya will enable the people of Western Orissa to Visit important places of pilgrimage.

Inter City Express between Koraput and Rourkela Via-Rayagada

The Raipur-Vizianagram-Koraput-Kirandul B.G. rail link passes through the most backward areas of the State like Koraput-Bolangir and Sundargarh. An Inter City Express linking Rourkela with these areas of this State will give the much needed impetus for business and commerce of the area.

Express Train from Titilagarh to Puri, Via-Sambalpur

Presently there is no direct train from Titilagarh area to cater the needs of Western Orissa. Introduction of Express Train on this route will provide relief to the people and also ensure emotional, social integration with coastal Orissa.

Express Train from Visakhapatnam to Howrah-Titilagarh, Raipur & Bilaspur.

The area from Visakhapatnam to Titilagarh is backward and requires additional train services to ensure increase of commerce and trading with neighboring States.

New Puri-Hyderabad Express and New Puri-Chennai Express

There is no direct Train Link from pilgrim centre of Puri famous for Lord Jagannath to South India. Two direct trains from Puri-Hyderabad and Puri-Chennai will fabulously benefit pilgrims of South India and people of Puri and Orissa.

Express Train between Baripada and Visakhapatnam Via Balasore, Bhubaneswar and Berhampur.

Baripada the district Headquarters of Mayurbhanj is now connected on the Board gauge system of Indian Railways. It is necessary to provide a direct link with Southern Orissa as of the Passenger amenities.

Express Train from Gandhidham to Puri

Orissa continues to provide human resources for industries in Gujarat. A large number of Oriyas are working in various part of Gujarat. An express train may be provided from Puri to Gandhidham via Vizainagram.

Express Train from Keonjhar to Howrah

Keonjhar district has been connected in the Daitari-Banspani BG Rail link. A large number of the tribal population shall use the direct link for trade and commerce.

Super-fast Express from Puri-Jaipur.

There is no direct train service from Puri to pink city of Jaipur. Introduction of a Train Services from Puri-Jaipur, Via-Sambalpur, and Raipur will enable tourists and pilgrims from Central and Western India to come to Orissa and this service will immensely benefit people of western Orissa., although Jaipur-Bilashpur Express Train has been extended to Bhubaneswar.

Express Train from Barbil to Vishakapatnam via-Keonjhar and Bhubaneswar

The BG rail link between Banspani-Daitari is expected to be commissioned very soon. Keonjhar and Jajpur districts are undergoing rapid industrialization. Introduction of a train from Barbil to Vishakapatnam will facilitate movement of passengers and shall also be used for trade and commerce.

Express Train from Baripada to Howrah

Narrow gauge section between Rupsa to Baripada has been converted and commissioned. In order to strengthen the traditional link of the people of Mayurbhanj district with West Bengal and meet the aspirations of the people of that district, Ministry of Railways is requested for introduction of an express train from Baripada to Howrah.

Intercity Express Between Jharsuguda and Bhubaneswar

The industrial scenario is fast changing with the large number of steel plants located in Jharsuguda and Sambalpur districts. Inadequate train services is a serious impediment for people of that area. Ministry of Railways

is requested for introduction of an Inter-city Express between Jharsuguda and Bhubaneswar.

Super fast Express between Rourkela to New Delhi

The industrial and mining area of Sundargarh and Jharsuguda district are sparsely connected to New Delhi. Introduction of a direct train will be immensely popular facilitating travel of passengers from these districts.

Direct Train between Bhubaneswar-Chandigarh-Kalka

A large number of people of Orissa are employed in defence services and allied sectors in Himachal Pradesh, Haryana and Punjab. A super fast express may be introduced from Bhubneswar to Chandigarh, which will also encourage tourism between Orissa and Himachal Pradesh.

Raigarh-Gondia Intercity Express to Jharsuguda

Extension of this train shall provide a direct link from Vidarbha region to Western Orissa.

Bilaspur-Raigarh passenger to Jharsuguda

Extension of this train will facilitate movement of passengers to a major part of Chattishgarh.

Extension of Janshatabdi Express between Howrah and Barbil to Keonjhar

Daitari-Banspani BG rail link is expected to be commissioned very shortly. Keeping in view the aspirations of the people of Keonjhar and to facilitate connectivity for trade and commerce this train may be extended up to Keonjhar.

Request was made for introduction of a Shatabdi Express from Puri to Paradeep. I would request Hon'ble Railway Minister through you to expedite and implement these passenger amenities.

The Garib Rath introduced Bhubaneswar-Ranchi may be extended to Puri Jagannath Dham for the convenience of the tourist.

Introduction of EMU Services

Hon'ble Speaker Sir, the electrification work between Kharagpur - Bhubaneswar is in progress and stretch of

200 kms between Palasa to Bhubaneswar has been commissioned. Ministry of Railways is requested to introduce fast Moving EMU Trains from Puri-Palasa and Puri-Balasore to cater to the need of passengers of Puri-Khurda Road-Bhubaneswar and Balasore. I would request to Hon'ble Railway Minister through you for introduction of these EMU Trains for the benefit of the passengers.

Extension of Trains

The Ministry of Railway has introduced and Express Train from Sambalpur to Raipur this may be extended to Puri as this will facilitate a direct link between the capitals of two States. I would also request you that existing Hirakund Express from Nizamuddin to Bhubaneswar which, has been extended up to Visakhapatnam considering its long distance, provision of pantry car may be made, introduction of Three tier AC and the frequency should be increased from 3 days in a week to daily service. The Hirakund Express may be provided with more coaches in order to cater to the requirement of passengers from Palasa, Berhampur, Chhatrapur and Balugaon.

Visakhapatnam-Nizamuddin Express Train may be increased from daily to 3 days in a week to cater the need of passengers traveling from Western Orissa to the capital of India. The frequency of New Delhi-Bhubaneswar Rajdhani Express may be increased from 4 days to 7 days in week. In remaining three days the Rajdhani Express may run Via-Sambalpur, Rourkela and Ranchi. The frequency of Puri-Ahmedabad Express Via-Sambalpur and Vizianagaram may be increased to facilitate journey of large number of workers from Orissa employed in Gujarat. It is requested that the frequency of this train Via-Sambalpur may be increased to thrice a week and via-Vizianagaram to four days in a week. The frequency of Bhubaneswar-Kurla Express may be increased to three days in a week. This train is immensely popular by passengers traveling from Western Orissa. Frequency of Puri-Tirupati Express which is running once in a week may be increased to daily service and the time span may be reduced from 28 hrs to 24 hrs in the interest of general public. Since large number of fishermen folk are visiting Puri and have business connections, the Puri-Tirupati Express may be having an additional stoppage at Tuni Railway Station under South Central Railway. Coramondal Express may be stopped at "Guddur station" for the convenience of general public.

Establishment of passenger halt at Indrayumna, Puri

Request was made to Railway Ministry that a passenger halt at Indradymna near Puri under Khurda Road Division may be established. The Railways had conducted a survey and asked for certain information. Necessary information has been provided to the Railways and the proposal is a financially viable one, however, no progress has been made so far in this regard. The necessary of sanction for establishment of a passenger halt at Indradymna has not been accorded in the budget 2007-08.

Passenger amenities

Hon'ble Speaker Sir, Ministry of Railways was requested for increase in passenger amenities for Orissa with the creation of East Coast Railway and with establishment of its Headquarters in Bhubaneswar the expectation and aspiration of people of Orissa for better infrastructural developments of the stations has been increased. The Ministry of Railways was requested to improve passenger amenities at Puri, Titlagarh, Rayagarha, Raigarha, Koraput, Kessinga, Chhatrapur, Balugaon, Jaleswar and Balangir Stations. The Ministry is also requested to further increase computerized network for reservation at Baragarh, Sakhigopal, Kuhudi, Kalupadaghat, Chhatrapur, Hirakud, Khariar Road. Jaleswar and Soro Stations of Orissa. Janakideipur Railway Station under Khurda Division may be developed as a full-fledged Railway Station to cater for a large chunk of people. The 214 down and 213 up Puri-Cuttack passenger train the only train which is helping the service holders, may be provided with additional coaches as the number of commuters have increased causing immense difficulty to the passenger.

Introduction of Pantry Car

Some long distance trains originating from Bhubaneswar-Puri are not provided with Pantry Services. Ministry of Railways is requested that pantry car services for Bhubaneswar-Bangalore Express (8415/8416). Bhubaneswar-Kurla Express 1045/1046 and Puri-Tirupati Express (8439/8440) may be provided. Necessary provision for funds in this regard may be made in the in Budget 2007-08.

Coaching Terminals:

Hon'ble Speaker Sir, Orissa has only one coaching terminal at Bhubaneswar, which is land locked and inhibits

[Shri Braja Kishore Tripathy]

expansion. This terminal should be expanded in order to accommodate more number of Trains. The Coaching Terminal at Puri has been closed. Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for setting up of coaching terminals with revival of one at Puri and in order to accommodate more number of trains. Proper coaching terminals may be developed at Berhampur, Sambalpur and Koraput.

Hon'ble Speaker Sir, I would request the Hon'ble Railway Minister through you to kindly increase the allotment in the Supplementary Demands for grants of the Railway Budget 2007-08 for completion of ongoing railway projects in the State of Orissa which will fulfill the expectation and aspiration of the people of Orissa and culminate in economic growth and prosperity of the State.

SHRI K.V. THANGKABALU (Salem): I am really thankful to you for giving me an opportunity to participate in the discussion on Supplementary Demands for Grants (Railways).

Railways are one of the very important areas and Departments which connect all our people irrespective of caste, creed and religion. Likewise, I compliment hon. Laluji for the remarkable achievement made by him. An earning of more than Rs. 20,000 crore was made. We are proud of him. The commendable work under his leadership was appreciated by one and all, by this august House and by every Indian. Today, under his leadership, Railways have done much more good work in almost all the areas of our country.

I come from Tamil Nadu. The long-pending demand of our region, namely, Salem Division was approved and it was announced by the hon. Railway Minister Lalu ji in the Supplementary Demands for Grants of 2005-06. We, the people of Tamil Nadu, our Chief Minister, our political party leaders of UPA and leaders of all other parties were supported and we are joyful about that. Subsequently, the hon. Minister, Laluji appointed a Committee and the Committee went into the whole gamut of the affairs to finalise the Division. After one year and three months, under the chairmanship of one Mr. Bhola Singh, they gave a report to the Railway Board. Under the leadership of Lalu ji, it was very thoroughly gone into; and he took a conscious decision of forming the Salem Railway Division.

Sir, we are thankful to him for allocating Rs. 20 crore for the development of Salem Railway Division. There have been some problems with regard to jurisdiction and with regard to commercials. A hype was made by my colleagues from the Kerala side. The other day, my hon. colleague, my good friend Shri Krishnadas, while raising the issue said that without any rhyme or reason or without any manner, without considering their interest, the Division was carved. It is not so. I want to make the records straight. Under your leadership, you have done the best judgement. In fact, while doing it, we, Tamil Nadu people, were aggrieved that we were not getting the rightful choice with regard to the commercials. Actually the Palakkad Division is having an earning of Rs. 607 crore, out of which Salem is getting only Rs. 272 crore.

We are left with 40 per cent and they have 60 per cent. With regard to route kilometers, we are actually getting only 544 kms whereas they are getting 509 kms. If any rationale is there, we are ready to talk to them and sort it out. I would like to bring to the kind notice of the hon. Minister of Railways that he has taken a number of steps, he has talked to the MPs from Tamil Nadu and Kerala and also to the leaders of both the States, and after that only he has taken this conscious decision and announced in this House. Sir, I am appreciative of your bold steps and your information on the other day that after consulting both the States only, you have taken this decision. It is true.

While translating it into action, now the hon. Minister of Railways has earmarked Rs. 20 crore for the development, the work is going on and we are eagerly waiting for the hon. Minister of Railways to come and inaugurate the Salem Division along with our Chief Minister, Dr. Karunanidhi. This is what we want.

Sir, the income from Palghat that we get is Rs. 607 crore, and Tamil Nadu should get an equal share of it at least. We are getting less amount in the income of commercials. While demarcating the areas also, we are not having any part of Kerala. In fact, we, the people of Tamil Nadu, have given, in the Palghat Region, more than 120 kms for their benefit. Likewise, in the Trivandrum Zone, 180 kms from Kanyakumari and Tirunelveli areas have been given. We are not parochial. We are not partial. We are interested in the nation as a whole and we want the Railways to do their best and at the same time we want to help our brothers and our people too.

Sir, the hon. Minister of Railways, on the other day, made an announcement that both the Chief Ministers of Tamil Nadu and Kerala should meet, discuss and sort it out. There is no issue at all. The hon. Minister of Railways has taken a conscious decision after going into the Report of Shri Bola Singh. The Board has agreed with it and then the hon. Minister of Railways also had approved it. The hon. Minister of Railways has approved the project and announced it in the Parliament. After approving it and after allocating the required amount for the formation of this Salem Division, where is the question of reopening this issue, and where is the question of asking both the Chief Ministers to meet?

The other day, the hon. Members from Kerala made a demand that both the Chief Ministers of Tamil Nadu and Kerala to meet, and it is not a justifiable demand. If they are aggrieved, then they should ask. They are not at all aggrieved. The aggrieved party is Tamil Nadu only. Actually they went to the Supreme Court. The hon. Supreme Court, in its judgment, very categorically said that the request of Kerala is not justifiable and it is an administrative matter. The hon. Minister of Railways has taken a right decision. The Supreme Court has also said that the decision of the Railway Minister cannot be questioned in the court of law. This is the judgment given by the hon. Supreme Court. That is the position. Now, there is no need for the Chief Ministers of Tamil Nadu and Kerala to meet again and again.

Sir, the hon. Minister of Railways is one of the senior most leaders. He has taken the decision and we welcome his steps and support him. We once again make a request to the hon. Minister of Railways to come to Tamil Nadu along with our Chief Minister of Tamil Nadu to inaugurate the Salem Division without any loss of time. This is our demand.

The hon. Member of Parliament from Coimbatore, the CPI Member, has written a letter to you also in this regard. The people of Coimbatore are not willing to negotiate on this issue and they do not want to give anything to Palghat. Their agitation is going on. Last time, our Chief Minister and all of us went to the rescue of the people of Kerala. We do not want any people from Kerala to get affected. ...(*Interruptions*)

SHRI LALU PRASAD: You raise another point. You are always talking about only one point. ...(*Interruptions*)

SHRI K.V. THANGKABALU: Sir, we want peace to prevail. We do not want any unnecessary things to happen. That is why, we want to support the Ministry of Railways. We do not want agitations. We want solution and we want peaceful negotiations. We want the support of the hon. Minister of Railways and with his support, the people of Tamil Nadu and Kerala should live peacefully. That is why I request you, Mr. Laluji.

SHRI LALU PRASAD: Sir, he is giving his speech and speaking about Salem Division, in the absence of the hon. Members of Kerala. ...(*Interruptions*)

SHRI K.V. THANGKABALU: No, Sir; they are my friends. I am not opposing their demand for zone. Laluji, they are also not opposing Salem Division. You know that. Mr. N.N. Krishnadas had very clearly said that they are not opposing Salem Division. But they have got some problem, and that problem can be solved by you.

MR. DEPUTY-SPEAKER: You are from the ruling benches.

...(*Interruptions*)

SHRI K.V. THANGKABALU: Sir, now, I would raise certain points with regard to my Constituency. We want Salem as a model station. That was my request since last more than 20 years. This demand should be considered. In the Southern Railway, except Salem, all other places are included. Kindly include and make Salem as a model station. This is the central place for nine districts. That is why I am asking for it to be a model station.

Sir, I am requesting to provide the ROBs in the important areas of Salem district. Thousands of buses, trucks and lorries are plying daily through Muttampatti Gate, Ayodhyapattinam, Salem-Mulluwadi Gate, Ponnampal Gate and Sivadhapuram, which are all very important areas. Also lakhs and lakhs of people are moving through these areas daily. If the traffic is disrupted and closed, they are held up there and they have to wait for more than one hour. This problem should be immediately attended to. That is why, I would request the hon. Railway Minister to order, at least, two to three ROBs this year, and the same number of ROBs during the next year also. You have given more than 37 ROBs in Tamil Nadu. We welcome that.

[Shri K.V. Thangakabalu]

Likewise, a number of railway projects are pending in Tamil Nadu. I would request that all these projects may be cleared. Salem-Virudhachalam project is on. They should speed up the work there and see that it is completed in time. It was decided to be completed within three months. We want you, Mr. Railway Minister, to come and inaugurate it.

Sir, a new line for Salem-Karur is a long pending demand. It has been pending for the last 26 years after the approval. We want enough money to be earmarked for this project so that the work can be started. If it is done, at least, three districts are going to be connected by this line. It is an industrially developing area. A lot of industries are coming up there. Therefore, we want your support in having a new line there.

Finally, Mr. Minister, Sir, I would request you that instead of asking both the Chief Ministers of Tamil Nadu and Kerala, you yourself please do come to Tamil Nadu; and along with the Chief Minister of Tamil Nadu announce opening of the Salem Division. With these few words, I support the Supplementary Demands for Grants (Railways).

[Translation]

*SHRI RAJNARAYAN BUDHOLIA (Hamirpur, U.P.): Sir, I thank you for providing me an opportunity to speak in the discussion.

Sir, I would like to tell the hon'ble Minister that my parliamentary constituency Hamirpur (U.P.) is completely devoid of railway facilities even after 60 years of independence. Besides the Rath, Sarila, Charkhari tehsils of the parliamentary constituency the District Headquarters Hamirpur is also devoid of railway facilities.

I have been making demands for laying new railway tracks and for other railway facilities through the railway budget and correspondence for the last three years however, regretfully the hon'ble Minister has not given any affirmative reply whereas he has always been showing Railways as earning profits in his budget speeches and on the contrary he has been showing acute shortage of funds in the Railways in all the replies to the letters that

I have written. Not saying much I, once again would like to make certain major demands from the hon'ble Minister:

1. A railway line from Harpalpur (M.P.) to Hamirpur via Panvadi-Rath-Muskara-Vivar.
2. A new railway line should be laid from Harpalpur (M.P.) to Kalpi (U.P.) via Rath Sarita and upto Mahoba via Urai Gohand-Rath Charkhari.
3. Uttar Pradesh Sampark Kranti 2448 should be run daily and the number of sleeper coaches and general bogies should be increased. AC-I and AC-II coaches should be attached to Gomati Express.
4. Jhansi-Manikpur Railway line, Jhansi-Kanpur railway line and Banda-Kanpur railway line should be doubled and electrified.
5. Proper rainy season sheds, safe drinking water, sanitized toilets and proper platforms alongwith other, necessary facilities should be provided at all the railway stations such as Harpalpur, Kulpahar, Mahoba, Ragaul and Sumerpur etc. of the parliamentary constituency Hamirpur-Mahoba.
6. Overbridges should be constructed at level crossings of Harpalpur, Maiptokcc Supa, Kidari, Mauranipur, Rath-Urai and Maudaha on Kapea route.
7. Construction work of Mahoba-Khajuraho railway line should be completed at the earliest and Delhi-Khajuraho Shatabdi Express should be run after the completion of the route and arrangements for parking of train and changing of engine should be made in Khajuraho.
8. Direct train from Mahoba to Lucknow should be introduced and parking facility should be provided at Mahoba.
9. Durg Express should be given a permanent stoppage in Sumerpur.
10. Computerised Reservation Centre should be opened in Hamirpur Maudha, Charkhari and a separate counter for the sale of general tickets in the Rath reservation center should be opened.

SHRI AMITAVA NANDY (Dumdum): Mr. Deputy Speaker, Sir, I extend my full support to the Demand for Supplementary Grants relating to Railways presented in the House by the Hon'ble Minister of Railways. I would

*The speech was laid on the Table.

like to raise a few points in regard to Indian Railways which is the largest public sector undertaking of India. In my opinion the office of public sector undertaking like Railways should be such which should have its own entity amongst the Central Government offices. I regret to say and it's unfortunate too that the Central Government has never kept a plan outlay in regard to the Railways. The budgetary allotment too is provided by the Railways itself.

All the developmental works and the ones in the social interest are carried out by the Railways from its own budget. Today 60 years have elapsed and a negative outlook has emerged and people have been exploited in the course of time. However, in the last three budgets, i.e. ever since Lalu Prasad ji took over office as Minister of Railways there has been no increase in the passenger fares which is a welcome thing. If we look at the expansion and growth of Railways in the last six decades then it has been from 9,000 kilometres to 10,000 kilometres approximately. This way the growth has not reached the desired level in the last 60 years. Secondly, the age old railway tracks on which the probability of train accidents is quite high have not been replaced so that the risk of accidents could be minimized.

I would like to know from the hon'ble Minister as to how much expenditure is incurred on laying per kilometer new railway line and how much expenditure has been incurred on replacing the old railway tracks with new railway lines in the last three years ever since Lalu Prasadji assumed office of the Minister of Railways? There is one demand relating to West Bengal which I would like to make and which was discussed on several occasions and even criticized since it is not in the interest of our State alone but its benefits would reach the entire country. It is in regard to developing model station. Several Stations were made in the country yet demand for more model railway stations was made. How one would qualify a model station? Suggestions should be made as to the standard of a railway station and simultaneously the quality of a model station should also be discussed. The House should also be informed of the qualities to be considered for a particular station.

I also demand that Raniganj Station should be developed as a Model Station. Durgapur is an industrial area which should also be developed as a model station. Vishnupur is a tourist spot. A model station should be constructed over there to develop that area as an international tourist spot.

As far as World Class stations are concerned Saldah and Howrah stations are two opening stations to access my State. These should be developed as World Class stations. A new station has been developed in Kolkata, however there are not many trains from this station. Lalaji opened a good station in Kolkata and also inaugurated it. It is requested that the proposal to introduce more trains from there should be considered.

As far as R.O.B. is considered there is a heavy demand for it not only from my State but from other States, too. Whenever it is referred to the State Government's share is always discussed. If the State Government would give its share then construction of a R.O.B. could be considered. Hon'ble Minister knows that how difficult it is to ask for the State Government's share since certain States are passing through financial crisis. When requisite funds are provided from the Railway Safety Fund for the constructor of a R.O.B. on National Highways then funds should be given from the same corpus for the construction of a R.O.B. on State highways where they meet the national highways.

[English]

All over the country, in some of the Railways, underpasses are necessary. In regard to the underpasses - it has also come up while discussing with the hon. Minister—the expenditure should be shared by the State Government. Then the same question will arise as to how the State Government will share the fund for the underpasses. Sometimes these underpasses are necessary for the social reasons.

Therefore, I urge upon the hon. Minister for construction of underpasses where widening is required. Where new underpasses are required, the Railways should come forward with the funds so that they can be constructed by the Railways themselves.

Sir, my last point is regarding the problems of the hawkers. Many a time we have discussed the problems of hawkers.

[Translation]

Therefore, this matter should be seriously considered.

SHRI LALU PRASAD: Which matter should be seriously considered?

SHRI AMITAVA NANDY: I was talking about the hawkers that their problems should be looked into. We had given you a memorandum in this regard also and you had considered their problems in a proper way.

SHRI LALU PRASAD: Dum Dum bridge has also been constructed.

SHRI AMITAVA NANDY: The circular train for travelling to airport has turned out to be useless in a way and people are reluctant to travel in it. Hence the said route be connected with metro rail. You should contemplate about conducting a survey and as far as possible this route be converted into metro rail. We had a dialogue with the MPs about the construction of new metro line at Barrackpur station. You should also ponder over converting Barrackpur station into a heritage station. Barrackpur is associated with Mangal Pandey, therefore it should be converted into a heritage station. Hon'ble Lalaji, vast area of land is available in Kacharapara workshop. You should think about making use of this land for the manufacturing of new EMU coach. Many requirements of the EMU coach are fulfilled in the Kacharapara workshop. Therefore, you should think about manufacturing EMU coaches at Kacharapara workshop. With these words, I support the supplementary budget.

[English]

MR. DEPUTY-SPEAKER: Hon. Members, I want to make, once more, a request that I have a very lengthy list of Members who want to take part in this discussion on Supplementary Demands for Grants of Railways. So, I would request that you should be very brief. I have a list of 70 Members who want to speak on Supplementary Demands for Grants of Railways.

[Translation]

*SHRI BHANWAR SINGH DANGAWAS (Nagaur): Sir, I had gone through 38 demands of grants. Especially for Rajasthan only three demands 32, 33 and 36 have been made. Out of these, demand no. 32 is related to the doubling of Harsouli to Rewari line, the upgradation of the Jaipur hospital and the development of the Kota goods shed. After I got elected to this Lok Sabha, I have been noticing that for development purposes, Rajasthan is getting a very limited share. Not only this, in the original

budget also the number of demands approved out of the demands made by the Rajasthan MPs has been a few. The works which are underway are also moving at snail's pace. I will cite an example for you that the laying of new lines between Ajmer and Pushkar has been going on for more than six years, but that work is also progressing at a slow pace. Had there been a need of more funds, the hon'ble Railway Minister would have presented the said amount in these supplementary demands in the House for approval. It is requested that it should be completed without delay.

Since I got elected to this House, my solitary demand has been the construction of new railway line between Pushkar (Ajmer district) and Medtha city (District Nagaur). Many a time hon'ble Minister of Railways has assured me in the House that approval will be given to this line. Today also after lunch, when proceedings have been initiated for these demands, before that when I once again made an oral request to him, he has given me an assurance about its immediate approval.

I hope and demand that the works related to various lines which are underway at different stages in Rajasthan, be completed immediately and sanction be accorded to lay new railway line between Pushkar and Medtha. I repeat this request to the Minister of Railways.

SHRI MOHAN SINGH (Deoria): Mr. Deputy Speaker, Sir, as many of my friends intend to speak on behalf of my party, I will conclude by making a brief speech. Railway is the lifeline of India. Many works were accomplished in Railways but it has miles to go. Its destination is infinite, it has never ending potential for work. Three-four days back we became concerned when some newspapers dealing in economic affairs wrote that the Japanese technical Committee has rejected our proposal for the construction of freight corridor as economically unviable and possibly the said scheme will be put into cold storage. But when the Japanese Prime Minister made a speech in the Central hall and said that Japanese Government will give complete assistance to this freight corridor and it will be completed at the earliest, people like me were encouraged by it and we were delighted that we were getting financial assistance from Japan for carving out the destiny of our country.

During the last two-three years, Railways have earned much profit which has attracted even the foreign people and made them wonder how a sick institution started to

*The speech was laid on the Table.

earn this much amount of money. It is expected from healthy institutions but nobody expected such results from a sick institution. I am congratulating the entire staff of Railways with the hope that as the investment in railways increases, the rate of profit will also increase regularly. I am not complaining but I will definitely say one thing that since the policy on catering has been changed for the last three years the standard of catering services in Railways has witnessed a steep decline. A corporation has been set up and instead of operating the pantry car themselves, this task was entrusted to private sector people on commercial basis and a facility available to travelers was treated as means of earning profit, as a result incidents of providing substandard quality of foods to passengers increased in railways. One day I read in the newspaper that the Chairman of the corporation concerned with catering has been removed by the Minister of Railways as a precautionary measure.

I was thinking that after that railway officials would have learnt a lesson from it, but the scenario has not undergone any change. The Minister of Railways should take it seriously. The House should generously approve the amounts for which the department has presented the demand. Hence in my view the amount asked to be approved under the demands for grants is not sufficient. Had there been demands for even higher amounts, I would have supported it whole heartedly and see to it that it is passed in the House.

I welcome the move to strengthen the rail line between Delhi and Lucknow via Kanpur by running trains at a speed of 150 km per hour. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Ram Kripalji, why are you on your legs?

SHRI MOHAN SINGH: This train should be extended upto Gorakhpur. When we passed the General Budget, many schemes concerning Uttar Pradesh were approved which included the electrification of rail line from Barambaki to Chhapra via Gorakhpur, Bhatni. Here, in this House, we passed the demand for grants of the Railways under that head, but in the last six months, the department of Railways has not made any efforts in that direction. I would like to suggest that a time bound implementation programme should be prepared for the amount of demands for grants passed in the general budget in respect of a particular item so as to ensure that the said programme is completed within a certain

time limit by expending the amount passed for it. Similarly, approval was granted for the doubling work of rail line between Gonda and Chhapra. The work related to the said scheme is progressing at a slow pace. The reason is that the officers are terrorized by mafia groups and all railway contracts are grabbed by big mafia groups on gunpoint as a result no railway official remains capable and brave enough to execute the works in a time bound manner. The hon'ble Minister of Railways should seriously deliberate upon how to free Railway's contracts from the hold of mafia groups which comprise of proclaimed gangsters. They slowly and steadily grab all the contracts and after taking ten percent, 20 percent advance submit them to some petty contractors. These petty contractors who do not have sufficient capital to do the work eventually complete those works. Owing to this reason there is delay in completing the work. The Government should ponder over it.

There is a railway line which goes upto Lalaji's doorstep. Conversion of this meter-gauge line into broad gauge has been given approval long ago. For this purpose, funds were also allocated, but that railway line has still not been made operational. From Kaptangang that railway line goes upon to Chhapra via Padnouha Thamkuhi. I urge the Government to complete the work of conversion of that line into broad gauge without delay. Similarly, there is a long bridge over Khakhra river between Barabanki and Gorakhpur. That bridge was built more than eighty years ago. This bridge is in a completely decrepit condition. While the Railway are carrying out the doubling work of railway lines, today's most important requirement is to construct a new bridge over there. This work should be carried out expeditiously.

Similarly, accidents are a regular feature at our manned and unmanned railway crossings. Repeatedly we hear that the Ministry of Railways is holding consultations with the State Governments and once these consultations are over, the work relating to the construction of over bridges at these railway crossings will be done expeditiously but I feel that in this regard a lax attitude is being adopted by the Railways. There is laxity on the part of State Governments also and they do not give permission. I would like that wherever the department of railways feels it very necessary to construct an overbridge, it should construct the bridges utilizing their own money. The said amount can be deducted from the grants given by the Government of India to the States. I feel that due to accidents there is loss of life and property and a large

[Shri Mohan Singh]

part of the money given as compensation can be saved. This policy was adopted by the Government of India while Chithouni-Bagaha bridge was being built, Railways built the said bridge on their own and the share of Bihar and Uttar Pradesh earmarked for this purpose was demanded back.(Interruptions)

I understand your eagerness and I always keep in mind your feelings. Therefore, I would like to conclude my speech before you, ask me to do so. The Hon'ble Minister of Railways himself had made an announcement at a public meeting that a bridge will be constructed at Rouja railway crossing on National highway 19 in Gazipur district of Uttar Pradesh. I have worked with him for a very long period of time and on the basis of my personal experience, I can say that it is the habit of the Minister of railways to make announcements. After the announcements are made we have to run from pillar to post in order to get these fulfilled but those promises, but to no avail. Therefore, my request to the Minister of Railways is that he should make only such announcements which cannot be fulfilled. It is not correct to make announcements which can not be fulfilled. I feel that making announcements for appropriating applauses will not add to one's dignity. He should restrain himself from making such announcements.

My second point is that two trains from Bihar pass through my constituency—one is Bihar Sampark Kranti Epress and the second is Garib rath. We gaze them with longing eyes at Deoria railway station. With a thudding sound they arrive at the railway station where their speed touches 100 kilometers. At Deoria half of Bihar's population board the trains. I would like to request the Minister of Railways to give stoppages to Bihar Sampark Kranti and Garib Rath at Deoria railway station. Similarly, a Sampark Kranti express, an announcement of which effect has already been made, be introduced immediately in Uttar Pradesh also.

I am grateful to you for giving me an opportunity to take part in the discussion regarding demands for grants. With these words I wholly support all these demands and would like to request the hon'ble Minister of Railways to consider all my suggestions when he presents the supplementary budget and incorporate all these things in it.

MR. DEPUTY SPEAKER: Shri Vijoy Krishna. I know that you are a member of the RJD Party. Therefore, you will not feel the need to make a lengthy speech.

SHRI VIJOY KRISHNA (Barh): Mr. Deputy Speaker, Sir, a Member may represent RJD, Lok Dal or Congress but more than that he represents his country and his constituency.

MR. DEPUTY SPEAKER: You can also lay your speech if you wish.

SHRI VIJOY KRISHNA: I rise to speak in support of the demands for grants. Since Lalujee assumed power in the Ministry of Railways, he turned out to be an unprecedented success in the history of railways and every sector has witnessed growth. Discussions are going on in the country about the fares charged from the poor people that for the first time in the history there is a Minister at the Centre who has not increased the fares and still succeeded in raising the income of the railways. Lalujee is well aware of the pains and pangs of the common man. There are 68 railway zones in the country which constitutes the larger body of railways. The rail lines cover total length of 63,332 kilometers, a total of 17395 trains operate in the country, 15 million passengers avail the railway services and two million tonnes of goods are transported daily.

15.00 hrs.

Earning of Railways is increasing day-by-day. We have discussed the matter regarding freight corridor here I feel that there are many important matters in the demands for grants about which discussions were held here and those which have been listed—there is the provision of two common loops at Karnal on Ambala-Saharanpur section, the construction of a level crossing near Mianpur Railway crossing Jangipur road. Similarly for the human resource management in Indian railways the matter regarding the use of information technology is also there, provisions pertaining to every States are there, from Chakradharpur to Kerala, Karnataka, Tamil Nadu everything is in it think Mohan Singh ji had said that had there been more demands listed for grants they would have supported them more generously. I would like to draw your attention towards a few matters. There has been an increase of more than 50 per cent in the transportation of coal. There has been an increase of 18 per cent in the transportation of raw steel and finished products. During the debate on the last Railway budget many Members talked about the introduction of Garib rath, 37 mail express trains were introduced, speed of 138 trains was increased. This list is before us. When

the issue of north-east comes up for discussion, we know that there were no rail lines in north-east, very few rail lines were there. A project worth more than Rs. 10000 crore have been stationed for them and now the work of laying rail lines is going on between Kumarghat and Agaratala and Tripura. Railway's attention has been drawn towards the remote areas like Jammu-Kashmir and we have made a good progress in this regard. Work has been progressing in every sector and the work is progressing rapidly. I would like to draw the attention towards the fact that Bharat Wagon engineering factory in Bihar is a public sector undertaking of the Government of India. This factory comes under the Ministry of hon'ble Santosh Mohan Devji, Here rail coaches are regularly manufactured but earlier orders were not placed for the manufacturing of rail coaches. When Laluji assumed power, orders were placed for the manufacturing of rail coaches. There were more than 1000 labourers who were on the verge of starvation. They were not getting any wages. Now they are beginning to get wages.

Santosh Mohan Devji and hon'ble Lalji were present. There are a few Government of India undertakings functioning in Bihar and one of them is Bharat Wagon, Mukama and Muzaffarpur. Railways should acquire this undertaking because the work which is being done here is related to Railways. You have proposed to establish Rail Coach Factory in Chhapra and other places also which is a welcome step but the old factory which is going to be sick can be revived if some assistance is provided, people of the region are holding 'Dhama' and demonstrating for the same. Hon'ble Minister Smt. Kanti Singh and other Ministers visited the place and inspected the situation. Therefore, I strongly demand from the Minister of Railways to acquire Bharat Wagon and Minister of State should persuade the matter further.

Sir, Islampur and Manpur, both have greater significance along with Bodh Gaya, it is a Buddhist centre. Bodh Gaya should be connected to Islampur. There is a link point between these places and order has been given to conduct the survey in this regard. I would like that railway line from Islampur to Manpur should be connected to Bodh Gaya. The fund earmarked for Islampur and Nateshar railway line has not been made available. The progress of the work of railway line from Naura via Bihar Sharif to Shekhpura is very slow because the fund earmarked for this purpose has not been made available. It is a naxalite-affected area of central Bihar. This region

of central Bihar has been affected with flood from the past four years and transportation system is insignificant. Therefore, I would like that amount earmarked and sanctioned for this purpose may kindly be released.

Why don't you provide fund to Harnaut Factory, which is the only Railway Factory in central Bihar? You have provided little amount due to which the progress is slow and does not match the required progress. Therefore, the people are agitating. I represent that region and being a Member of Parliament we are becoming victim of their anger. You are doing such big tasks and getting appreciation for the same. You have constructed Model stations and prepared a list of such stations. Bakhtiyarpur is a historical place which is a connecting point for Pavapuri, Nalanda and Rajgiri. You have enlisted all these places. You have also enlisted Mokama station which is connecting point for Assam and North-East region. But you have discontinued maintenance system at Mokama station due to which there is difficulty to run any new train from Mokama station. There should be proper maintenance system at Mokama station and start the Sampurna Kranti Express from Mokama station instead of Patna. Jan Sadharan Express halted at Patna is time consuming. It is my request to run the Jan Sadharan Express from Kiyul instead of Patna.

Everyone is familiar with the name Praful Chaki in Mokama. Everybody knows those who sacrificed their life during Freedom Movement. There was bomb blast in Muzaffarpur. Some great revolutionaries like Praful Chaki, Chandrashekhar and Bhagat Singh escaped from this place. English soldiers besieged them at Mokama station and Praful Chaki sacrificed his life for others. It is the demand of the people of that region to install the statue of Praful Chaki. There is a rule in the Railways not to install statues of national leaders. Due to which people of the region are anguished. But hon'ble Minister of Railways/done an excellent job, He converted a station of Motihari into Gandhi Dham in the name of Gandhi ji and also installed the statue of Gandhiji. I would like to request him that Praful Chaki, who was the great freedom fighter and whose contribution is significant towards the freedom of the country. Originally hails from Bengal and he chose Bihar to be his workplace. Therefore, railways may kindly be provided some land for Praful Chaki and install his statue in front of Mokama railway complex so that demand of people of the region may be fulfilled.

[Shri Vijoy Krishna]

When hon'ble Lalu ji was the Chief Minister of Bihar, he wrote a letter to then Minister of Railways that there should be a Railway station in Lemuabad Taal Ke Diyara region. With your recommendation Lemuabad station has become a halt station now. I would like to request you that Lemuabad halt should be provided status of a complete station. Apart from this Tekabigha and Manjhauli should be provided the status of a station. Auta halt station which is converted into a Flag station should be provided status of station. There should be upgradation of Hasda station and the work of beautification which is being done at many stations should be expedited and all dilapidated railway bridges between Patna to Kolkata should be renovated.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI VIJOY KRISHNA: I will conclude in 2-3 minutes.

MR. DEPUTY SPEAKER: Your leader has to take leave, please conclude now.

SHRI VIJOY KRISHNA: There are railway lines in North Bihar. But the flood level is higher than these lines and railway bridges. Each year during flood railway bridges submerge. It is a technical issue, you may conduct a survey in this regard and find out the possibilities to raise the height of bridges and rail lines and act accordingly. Kindly allocate some funds in the next year's railway budget by conducting the survey of Darbhanga and Muzaffarpur railway lines. The naxalite affected area from Gaya to Chhatra should be connected and this work should be completed at the earliest. Apart from this there is a Chirimiri region which is rich in minerals and there is railway line constructed during British rule which connects Barwadih to Ambikapur, Madhya Pradesh. The line is non-operational. It is the hot line of South Bihar for minerals. Therefore, I would like to request you that non-operational line may be converted into operational.

Besides this, you have frequently visited historical cities Ajmer and Pushkar in Rajasthan. When we visited that area then people asked us as to when this line of Pushkar and Ajmer will be completed. You also visited Ajmer for religious purposes; Therefore, I would like to request the hon'ble Minister of Railways that this railway line may also be completed. The projects of Darbhanga-Muzaffarpur and Sitamarhi and North Bihar may please be sanctioned and the work of the said projects expedited

so that the work may be completed in due course of time. There is uproar that Railways is undertaking so many projects but the work should be completed as per the stipulated time. Kindly consider the proposal to run the Sampurna Kranti Express from Kiyul and Mukama.

[English]

SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, can I lay my speech?

MR. DEPUTY SPEAKER: Yes, you can.

[Translation]

*SHRI ATMA SINGH GILL (Sirsa): I am grateful to you for giving me an opportunity to participate in the discussion on demands for grants of Railways. I would like to draw the attention of the Government towards some of the important demands of my area. The ministry of Railways had sanctioned the proposal of construction of Railways bridge on National Highways No. 10 in Sirsa and the Government of Haryana has also sent the proposal to the Central Government, but the construction work of the bridge is yet to be started.

Mr. Speaker, Sir, there is an urgent need to give stoppage to Amritsar-Jaipur 9771/9772 Express train at Kalanwali Railway station in my area. This train starting from Bhatinda stops at Sirsa Railway station only and the people of around 100 villages around the Kalanwali station have to make journey to Amritsar and Jaipur

Tohana is a big business centre in my parliamentary constituency. The people of Tohana and nearby villages keep visiting Delhi and Ganga Nagar for employment and other necessary works but there is no proper Railway service from Tohana. Kindly arrange for stoppage of Inter city train running between Delhi and Ganga Nagar at Tohana.

Mr. Speaker, Sir, Ding 'Mandi is the oldest market in Sirsa District and people of around 90 nearby villages travel daily from this station. Kindly arrange for the stoppage of Kisan Express train no 4519/4520 at Ding station. This train while running from Bhatinda to Delhi stops at Bhattu Railway station but does not stop there while coming from Delhi, kindly arrange for the stoppage of this train at Bhattu Railway station.

*The speech was laid on the Table.

Mr. Speaker, Sir, while making provisions for the stoppage of the above trains at the said station will not only provide relief to the farmers, labourers, salaried class, traders and other passengers but it will also be helpful in increasing the revenue of Railways.

SHRI ANANDRAO VITHOBA ADSUL (Buldhana): I am thankful to you for giving me an opportunity to raise my point. The supplementary demands for grants are of about Rs. 270 crore out of which 30 lakhs and 10 lakhs have been allocated to the corporate and security respectively. While supporting the said demands for grants I want to convey my thanks to the Minister of Railways Shri Lalu Prasad and his Ministers of State Shri Velu and Shri Rathwa also since several new trains have been introduced during their tenure. New Railway tracks have been laid and extra coaches have been added to the existing trains. While doing all this no hike has been made in passenger fares and still the Railway is earning huge profits. Hence, the Minister of Railways and his colleagues deserve applause. During the course of discussion on the Supplementary Demands for Grants of Railways, I have realized that the state of Maharashtra has been completely neglected in this regard. The Government of Maharashtra has been making a demand since the year 2002 which is today in the interest of the entire country.

Chhatrapati Shivaji Terminus is one of the biggest terminus of the country and the Government of Maharashtra has been demanding for expansion of this terminus since 2002-2003. 20 acres of land is also available adjacent to Chhatrapati Shivaji terminus and we can construct the terminus on BOT basis. We just need the sanction of the Railway Board and Minister of Railways. If we look at the traffic there are trains to all parts of the country from Mumbai just like Delhi. Therefore, it is really important to expand this terminus. I think that our Minister of Railways will also agree to this and will consider this matter.

Another important matter is related to Nanded Railway Division which has been brought under South Central Railway zone. All the MPs, MLAs, MLCs and people of Nanded Railway Division face a lot of inconvenience because the Headquarters of this zone falls in Sikandarabad, Andhra Pradesh. If this division is brought under Central Railway then it will be more convenient to all as we keep visiting Mumbai and all types of facilities

are available there. I do not think that it is a very difficult task.

Mr. Deputy Speaker, Sir, now I would like to talk about my constituency. I had put forward a proposal in 1996 to lay a rail line on Jalna Seggaon section but I was told that this proposal was not viable. This 150 kilometer long Rail route will link Marathwada region to Vidharbha region. This railway line which will run from Jalna to south Central Railway and link Bhusawal to Nagpur in central Railway zone will prove beneficial to people of both the region. This is backward region. Hence, the industrialists think twice before setting up industries there.

Everyone believes that Railways provide economical and safe services. If backward areas are not connected with railways the industrial development does not take place there. Though survey regarding this line was conducted during British period in 1926 and in principle sanction was given but no action has been taken in this regard despite finding a mention in the railway budget. This is the only reason that I did not raise this issue during last 3-4 railway budgets.

Mr. Deputy Speaker, Sir Gajanan Maharaj was an eminent saint whose Samadi is in Saigaon tehsil of Buldana district. Everyday lakhs of passengers visit this place. That institution has set up a big project named Anand Sagar which is number one in Asia.

15.18 hrs.

(SHRI MOHAN SINGH *in the Chair*)

Mr. Chairman, Sir, the place has temples of renowned saints of various states, musical fountains and a train for children and many such other facilities, due to which lakhs of passengers visit the place. The problem is regarding a railway crossing which is causing inconvenience to people. Hence, here is a need to construct a railway over bridge there. I have been demanding for this bridge for the last 6-7 years but the same has yet not been constructed. Similarly in Buldhana's Nandusa tehsil, which is a commercial center there is a crossing near highway. Vehicles get lined up on both the sides due to gates being closed at the crossing and it disturbs the whole traffic. Hence rail overbridge is needed there.

[Shri Anandrao Vithoba Adsul]

Mr. Chairaian, Sir, I would like to raise one more important issue. There are two passenger trains, one is from Bhusawal and another is from Surat-Bhusawal. People want these passenger trains be extended upto Amravati because Bus-fare is three times more. The poor and general public find it suitable to travel by trains. This will be beneficial for 3-4 districts of Vidharbha region. This demand is more important than other demands. This is rather necessary for the general public. I know that the hon. Railway Minister and hon. Minister of State of Railways have come from grassroot level and they are acquainted with the problems of general public. Whenever we approach him with such complaints, he immediately says 'yes'. I urge him to consider these demands.

[English]

*SHRI BIKRAM KESHARI DEO (Kalahandi): At the outset it is futile to oppose the Railway Supplementary Demands of Grants moved by Hon. Shri Lalu Prasad Yadavji, but at the same time I have to oppose as the State of Orissa since last 60 years of Independence have been neglected in the sector of Railways. Though a naturally rich state, the resources had not been fully utilized due to lack of railway network besides the promises Luluji had made when he became the Railway Minister that he would take railways to far flung areas of the country where the people had not seen rail engines. This announcement of the Hon. Minister has not seen the light of the day. Though by his administrative ability he has been able to turn around the financial structure of the railways and make it a profitable establishment. Therefore, I would like to site certain problems of the railways in my constituency i.e. Kalahandi. Firstly, the expeditious execution and completion of the Lanjigarh Road to Junagarh should be completed at the earliest and further survey from Junagarh to Jeypore should be conducted which was done previously done in 1965 during the tenure of late Shri P. K. Deo, M. P., Lok Sabha. As this line will not only open up the Koraput and Nawarangpur Districts and join it with K. K. line which connects Belidila mines with Vishakhapatnam port. So, I hope the Hon. Minister will have adequate funds for take up the survey immediately. Besides, the Railway line should be doubled from Titlagarh to Raipur Junction which has six steel plants in its route and connects the Vishakhapatnam port. So to develop port connectivity between the steel plants and aluminum refineries will not only make this line profitable freight line for the railways.

Beside my demand is that the super specialist hospital be made in Kesinga. And at last, I request and I have requested number of times to the Railway Ministry so as the DRUCCs and ZRUCCs have recommended the Samata Express running between Vishakhapatnam to Nizamuddin which is running thrice a week may be made daily as a lot of commuters and labourers coming to Delhi and are involving in the development of Delhi (Train No. 2807 and 2808). Vishakhapatnam Nizamuddin Swarna Jayanti Express should run through Raipur, Rayagada which is now running through Kazipet. Facilities like various amenities to the passengers specially in the waiting rooms, toilets should be international standards and 1st Class AC services is not there from Raipur to Vishakhapatnam which are two major cities of Chhattisgarh and Andhra Pradesh and investments worth Rs. 2 lakh crores, in the field of refineries, aluminum, bauxite mining is coming up in between these two major stations and a lot of top executives are travelling who are entitled for 1st Class AC fare and as air connectivity is poor where the projects are coming up.

I congratulate Shri Lalu Prasad Yadav that he has allowed the ICL headed by Shri Kapil Dev to be allowed to play in the railway stadiums as it will not only generate revenue for the railways from sponsorship of cricket matches which will be held there, and develop cricketing talent.

[Translation]

*PROF. CHANDER KUMAR (Kangra): Sir, I would like to request that Pathankot-Joginder Nagar narrow gauge railway line (Himachal Pradesh) should be converted into broad-gauge. It should be done on priority basis in public interest.

The engine of the trains running on Pathankot-Joginder Nagar railway line are very old and have outlived their operational life. They should be replaced by new engines at the earliest.

The passengers have to cover one k.m. for purchasing tickets for those trains which run from Pathankot to Kangra valley. So, the ticket counter of Kangra valley should be relocated near the town. Jan Shatabadi Express that runs between Delhi and Chandigarh should be extended up to Una.

It is essential to convert narrow gauge railway line of Kangra valley into broad gauge from the tourism point of view because there are many temples located in Kangra valley which can be promoted from the point of view of tourism. The infrastructure of that area should be developed irrespective of the cost benefit ratio.

Bhanupalli-Bhilaspur railway line should also be put under joint venture because many cement plants are located along this route. Baddi-Barotiwala line should be constructed at the earliest. There are many important unmanned railway crossings on Pathankot-Joginder Nagar railway line. First crossing is near Megrajpura station where a flyover should be constructed to connect Jarot Panchayat. Flyover should also be constructed on Nandpur Bhatoli crossing to connect areas on either side of the railway line. One crossing should be provided near Valekepir so that people may go to other side of the railway line. There is danger to Chakki Pul on Pathankot-Joginder Nagar railway line, because the road bridge has been completely damaged during this rainy season and there is threat to railway bridge as well.

Trains run from Pathankot to Joginder Nagar. One shuttle train should run upto Jwalamukhi station, so that, people may be benefited by this. Nangal-una-Talwara railway line which is being constructed should be linked to Jwali Shahar via Pong dam so that commuters may be benefited.

I would like to extend my thanks to hon'ble Lalu Prasad ji that he has made railway a profit earning entity which was earlier running in losses and he has provided many facilities to the passengers. Passenger fares were not increased in the Railway Budget which was presented in the House by Shri Laluji and many concessions and facilities have been provided to handicapped persons and youths who go to appear in the interviews.

I would like to request hon'ble Lalu Ji that Pathankot-Joginder Nagar-Kangra valley narrow gauge railway line should be converted into broad-gauge so that the people upto Kallu-Mandi may get this facility.

With these words I conclude and extend my thanks to Lalu ji.

*SHRIMATI USHA VERMA (Hardoi): Through you, I would like to submit to the hon'ble Minister of Railways that Nainital, which was in Uttar Pradesh earlier is at

present in Uttarakhand. Nainital is the nearest famous tourist spot in my parliamentary constituency, Hardoi which has earned a good repute in the field of education. Many children of my constituency, Hardoi, are studying in various educational institutions Nainital. There is no stoppage at Hardoi of any train going to Nainital.

Kathgodam-Howrah Bandhr Express train no. 3019/3020 which passes through Hardoi has no stoppage at Hardoi. I would like to submit to the hon'ble Minister of Railway that if two minutes stoppage of the said trains is provided at Hardoi station, it will be convenient for the tourists visiting Hardoi and its surrounding areas and the children getting education in Nainital and their guardians who visit them. Earlier also, on several occasions, I have made the hon'ble Minister aware of this problem through letters.

Besides, Lucknow mail i.e. train no 2291/2230 runs between Lucknow and Delhi and is called VIP train. For the last one or one and a half months this train reaches Delhi late by two to three hours and it is on account of this that mostly business class people and leaders have to face inconvenience.

Besides this, a large number of people from Hardoi visit Jammu for a 'Darshan' of Vaishno Devi, however, only one train Sealdah Express halts at Hardoi station. The stoppage of Howrah-Jammu Tavi Himgiri Express train no. 3073/3074 should be provided at Hardoi station for two minutes. I conclude by supporting the railway budget.

[English]

SHRI SUGRIB SINGH (Phulbani): Sir, I rise to participate in the discussion on the Supplementary Demands for Grants (Railways). I would be thankful to the Ministry of Railways if the Ministry looks into some of the demands of my State and allocates the required money for the development of the Railway sector.

Orissa is one of the few States in the country with substantial natural resources, plentiful minerals and long coastline of 480 Kms. with potential port sites. However, the State has lacked development in the past due to absence of adequate infrastructure. The railway route length in Orissa is 2340 Kms only. Against the national average of 19 Kms/1000 Kms. Orissa has an average of only 15.03 Kms. In the past it has not been possible to harness abundant mineral resources like coal, iron ore,

*The speech was laid on the table.

[Shri Sugrib Singh]

lime stone, bauxite, manganese, quartz, graphite and dolomite due to non availability of railway infrastructure. However the changing socio-economic environment in the State requires speedy development of transport infrastructure in the form of major rail links, doubling, electrification etc.

Since 2002-2003, the State is undergoing a positive change in industrialization. A large number of MOUs have been signed for setting up of steel plants and aluminum/alumina plants. Leading entrepreneurs like POSCO, ESSAR, TATA, JINDAL, BHUSAN have decided to set up Steel Plants in Orissa. Recently, Government of Orissa has entered into an MOU with ARCELOR-MITTAL for a Steel Plant in Keonjhar district with a capacity of 12 MTPA. It is expected that by 2016 the additional generation of traffic shall be 200 Million Tons.

Recently, Government of Orissa has also signed 10 MOUs for Independent Power Plants to generate 11,000 MW. Such rapid industrialization would require special attention for development of infrastructure. In the port sector Government of Orissa has signed Concession Agreement for development of Dhamra and Gopalpur to all-weather ports of international standards. A MOU was signed by the Government of Orissa on 18.12.2006 to develop Subarnarekha Mouth (Kirtania) to an all-weather port.

The Ministry of Railways has sanctioned six new BG Rail Links, eleven doublings and two gauge conversions along with electrification projects in order to cater to this traffic. This changing scenario would require heavy investment from the Ministry of Railways for completion of the sanctioned projects as well as sanction of new lines, surveys and electrification etc. All sanctioned projects should be completed in five years.

While, seeking increased allotment of funds for the railway projects Government of Orissa along with RVNL is exploring the possibility of forming SPVs for viable railway projects in the State. The Shareholders Agreement for Haridaspur-Paradip BG Rail Link has been finalized. Government of Orissa has facilitated formation of SPV for Angul-Dubri Sukinda Road. It is exploring the possibility of forming a SPV for extension of Nuapada-Gunupur Rail Link to Themvali. The operating ratio of East Coast Railway since its formation has been one of the lowest in the Indian Railways. However, expansion of jurisdiction of East Coast Railways is a necessity for better coordination and facilitation of bulk customers.

[Translation]

MR. CHAIRMAN: You may lay rest of your speech.

[English]

SHRI SUGRIB SINGH: Ministry of Railways is requested either to extend the jurisdiction of Sambalpur division to include (a) Jharsuguda-Barsuan-Kiriburu (b) Rourkela-Nuagaon (c) Jharsuguda-Himgiri or to create a new division with the headquarters at Rourkela or Jharsuguda with jurisdiction as mentioned above under the East Coast Railway. Likewise, the jurisdiction of East Coast Railway may be extended to include Banspani to Padapahar section and Bhadrak-Laxmannath Road section in Khurda Road Division.

[Translation]

MR. CHAIRMAN: Please enclude now.

[English]

SHRI SUGRIB SINGH: There are several schemes for extension of the roads and the new projects like in my Parliamentary constituency, namely Phulbani which is a tribal area. I would like to request the Ministry of Railways to consider completing the 8 new connection roads and connect it with a railway line. Traffic survey was conducted in 2003. Phulbani is one of the extremely backward districts of Orissa with large deposits of graphite and other minerals. The district also has various forest products like Kendu leaf. This area should be given priority and sanction should also be accorded for these projects for which I would remain thankful to the hon. Minister of Railways, Shri Lalu Prasad Yadav.

[Translation]

MR. CHAIRMAN: Look, I have a long list of speakers and we have to conclude the discussion early. Therefore, those hon'ble Members who want give their speeches in writing, can do so, as we have made arrangements for that also. I would like to request all the hon'ble members to be brief.

[English]

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): Sir, I would like to make only a few points. The Indian Railways has one of the biggest networks and one of

the most effective and efficient networks in the world. But a lot of things need a change in the Indian Railways. There has been a growth of the Railways since Independence, but the growth has nonetheless not been at a fast pace. There is also imbalance in the growth. Backward areas should be given priority in development over those so called 14 per cent return criteria in laying new lines in different areas. There is a very long process for laying of new lines. Firstly, a proposal has to come, then there would be detailed survey, then there will be financial viability survey and finally there will be acceptance. Again, the money allocated is only a few lakhs of rupees or a crore or two. Even the proposals that find acceptance do not fructify for decades together and lines are not laid owing to lack of funds. The Planning Commission should take those projects very seriously and a large amount of money should be given to the Railways for a faster expansion of its network. We boast of a growth rate of 9.3 per cent in the country. If we accept that 15 or 20 per cent growth rate is there in the Railways, this growth cannot withstand in the general economy.

Regarding air traffic, there is a big competition now. It is surprising but because of the new private airlines coming into the field, air travel has become cheaper. Our hon. Railway Minister, Shri Lalu Prasad, has given some concessions by reducing the charges for the first class and AC also. But, in that way, the railways cannot compete with the airways.

There is a need for faster trains. India is a big country and the travel from one corner to another including the goods traffic is taking 36 hours to 48 hours. For somebody to travel from Kerala to Delhi, it takes almost two days. It takes even three days in some trains. We need bullet trains like those in Japan where travel is very fast. The speed is more than 150 to 200 kilometres per hour. Such trains are needed to be introduced in India. That needs a lot of change in infrastructure. A lot of money is to be put into. Otherwise, this growth rate will not sustain and the Railways cannot withstand the competition with the air traffic.

Besides these things, I would like to appeal to the Railway Minister on two issues. By and large, public sector is being kept up. The wages and salaries are good enough now. But there is a very serious concern regarding the railway canteens that are getting privatised in the recent period. Big monopoly companies are coming in

the name of supplying good and healthy food and all that. Several thousands of small vendors who sell tea and food in the railway platforms are getting unemployed. There is no necessity for big companies to take over the whole division. Some big railway stations can be modernised and there, some companies can come up in competition. But the whole canteen should not be privatised.

In the recent period, I am surprised to find outsourcing. Why should even the beds that are given in the AC compartments be privatised? This can be done by the railways. This is all due to privatisation and globalisation. I am afraid that by this way, railways are getting privatised. This should not be allowed. The public sector enterprises should be in the public sector and more and more people should get employment at the same time so that the railways will run profitably. I would like to appeal to the Railway Minister on a few things. Railways are a symbol of national integration. The development of railways should be a balanced development. Definitely, there will be high pressure on the Railway Minister to develop his own State and their own constituency also. We have witnessed unprecedented differences between our colleagues of different States in Parliament about new divisions and new zones and all that. It is true that railway divisions and zones are not formed area-wise or State-wise. But keeping in mind the demands of the different States, the railways should think of a new method which is more reasonable. Taking decisions area-wise is not parochial. It need not be taken in a narrow manner. It is the urge for the development of the local area. There is justification in demand that their area should grow. When there is a zone in the constituency of important people in the Railway Ministry, why cannot people of different States demand that there should be new zones and new divisions in their area? This should be kept in mind and a more reasonable method for distributing the zones and divisions should be found out.

In Barauni, which is in Bihar, and in Nandalur of Cuddapah District of Andhra Pradesh, and in many other places vast railway property is available. I am told that in Barauni anti-social elements have occupied large chunks of land. They should be utilised properly by the Ministry of Railways. Places like Barauni and Nandalur, where there was a locoshed, should be developed. There is a demand for wagon building unit at Kazipet in Andhra Pradesh for a very long time. I appeal that this should be taken into consideration.

[Shri Suravaram Sudhakar Reddy]

The second phase of the MMTS in Hyderabad, which has a population of sixty lakhs, where the State Government has agreed to give two-thirds of the amount that would be spent, the work should be expedited and the Ministry of Railways should sanction it.

[Translation]

SHRI SURENDRA PRAKASH GOYAL (Hapur): Sir*

MR. CHAIRMAN: You cannot say anything to the members of that side. It is not your concern. You are concerned with the hon'ble Minister and the Chair. You are not expected to look towards the official gallery.

...(Interruptions)

DR. RAJESH MISHRA (Varanasi): Sir.*

MR. CHAIRMAN: The Minister of Railway is sitting before you, you can ask him. It is not your job. It is the responsibility of the hon'ble Minister to look towards the gallery. It is not your or my job.

...(Interruptions)

SHRI RAM KRIPAL YADAV (Patna): Sir*

MR. CHAIRMAN: Whatever has been said just now will not go on record. It is not the job of the Members to take care of the gallery. It is the responsibility of the hon'ble Minister.

...(Interruptions)

SHRI LALU PRASAD: The Chairman, Member (traffic) and other officers are present there.
...(Interruptions)

MR. CHAIRMAN: Why do you take cognizance of it? Forget it.

...(Interruptions)

SHRI LALU PRASAD: I will look into this. It is an important discussion on Railway Budget and one should listen to it. I will take action against those who are not present here. *...(Interruptions)*

*Not recorded.

MR. CHAIRMAN: Your both the Ministers are sitting behind you.

...(Interruptions)

MR. CHAIRMAN: It is the responsibility of the hon'ble Minister. He himself will look into it. It is not expected of us to look towards gallery.

...(Interruptions)

SHRI LALU PRASAD: I have made arrangements.
...(Interruptions)

MR. CHAIRMAN: The officers are not accountable to you; the hon'ble Minister is accountable to you.

SHRI THAWAR CHAND GEHLOT (Shajapur): Sir, I would like to request the hon'ble Minister of Railways that the then Minister of Railways Shri Ramvilas Paswan had accorded approval for survey in respect of laying a new railway line. The inauguration of the said survey work was done by Shri Nitish Kumar, who became the Minister of Railways after Shri Ramvilas Paswan. Later on, when I requested Shri Lalu Prasad, he ordered for latest survey. As per my information the survey has already been carried out. We have for a long time been demanding a new railway line from Ujjain in Madhya Pradesh to Aagar Soyat, Sukhner Jhalawad and Ramganj Mandi. Meanwhile a new line from Ramganj Mandi to Bhopal had been sanctioned which has connected Jhalawad. Now there is need to lay a new railway line between Jhalawad and Ujjain only. I would like to urge the hon'ble Minister that latest survey has already been carried out as per his direction and, therefore, it would be appropriate if he takes early action for according sanction in the above matter.

Sir, there is a need for doubling and electrification of railway lines between Ujjain-Indore via Dewas and Dewas to Maksi, Maksi to Shajapur, Sarangpur and Guna, Beena. There is heavy traffic between Indore and Ujjain but this route is neither doubled nor electrified. Similarly, the tracks from Dewas to Maksi, Maksi to Shajapur, Sarangpur and Guna Beena are also neither electrified nor doubled. It is also to be done.

The number of passenger trains as well as the number of passengers is quite huge. The number of platforms is insufficient there, which causes problem for movement of passenger trains. In such a situation there is need to develop a couple of more nearby stations. One can be developed in Rajender Nagar and another

can be developed in nearby Dewas city. Dewas is an industrial city and adjacent to Indore. Many industrialists board trains from Indore. There is a dire need of passenger amenities at railway station of Dewas, therefore, I would like to request that Dewas railway station may be developed as 'A' grade station and it may kindly be sanctioned as a model station. There is still a platform which is long enough. The platform number 2 is very small while passenger trains having 21 to 24 bogies halt there. Whenever a train halts there, the bogies stay out of platforms and the passengers have to face difficulties while getting in or out of train. It has resulted into accidents many a time therefore, there is need to execute this work as well.

I would also like to raise a demand for the common passengers. Hon'ble Minister has upgraded the category of many express trains into super fast trains and the passengers of such trains are being charged as per super fast rates. But here I would give the example of two trains whose maximum speed is not more than 65-70 kilometer per hour. Hon'ble Minister for State in the Ministry of Railways, Rathwa Sahab, also travels in the same train many a time. Paschim express is one of these trains which originates from Nagda. It takes 12 hours to complete a journey of about 700 kilometers. It arrives at Mathura at 7 A.M. and takes 3.5 hours to cover the distance between Mathura and Delhi irrespective of the fact that other trains cover this distance between Mathura and Delhi in $1\frac{3}{4}$, 2 or $2\frac{1}{4}$ hours. It should either be withdrawn from super fast trains category or its speed increased. Similarly, there is an old train, which used to be called frontier mail and is presently called golden temple express' which runs between Mumbai and Amritsar and its speed is the same as that of Paschim express. It is also required to increase its speed or super fast charges should not be charged for it. It is injustice with the passengers. The condition of Jammu Tawi super fast train is more or less the same, as that of the trains I stated above. This is a very dirty train and the arrangement of bedroll is being made through a private contractor. Bedrolls are so dirty that if the hon'ble Minister for Railways gets it inspected in a surprise move by his own man, I think he will certainly suspend the contractor immediately and take action against government officials as well. It runs four days under the name of Swaraj Express, one day in the name of Jammu Tawi-Hapa, one day in the name of Jammu-Tawi-Okha and one day in the name of Jammu Tawi-Rajkot Express train. These all

trains are very dirty and worst bedrolls are being provided therein. It needs to be changed.

An Intercity train runs between Indore-Bhopal-Indore. Indore is well known as the industrial and commercial capital. Many passengers go to Indore but the trains have no stoppage at 'A' grade Shujalpur station situated between Ujjain and Bhopal. It needs to be given a stoppage here.

I have one more request that pending plans for approval of new railway lines or sanctioned lines need to be implemented on priority basis. For example, the line between Indore and Dahod has been approved since the time of Madhav Rav Scindhia ji. They have made a budget any provision for these as well but that is negligible. The condition is the same again. I would like to urge that the work of laying new railway lines between Indore and Dahod should be expedited. There is a meter gauge line between Ratlam and Indore. Indore is an important station. Broad gauge line of Khandwa is at a short distance from here. If the meter gauge line between Ratlam and Indore and Indore to Khandwa is converted into broad gauge, then it will connect all the directions and the passengers will not be forced to take a long route. It will be better if you accord sanction to it.

Sir, I would like to request that the passengers still have a sense of insecurity. Accidents are increasing. Hon'ble Minister may kindly take effective measure in this direction at the earliest. Railway which is the backbone of India or we can say that ministry of railways is functioning as a parallel Government. Therefore all these flaws need to be corrected. It will be better to speed up the trains and arrange for fast speed trains simultaneously. I conclude with these words.

[English]

*SHRI M. APPADURAI (Tenkasi): Sir, I would like to bring to the notice of Hon. Minister of Railways some of the demands based on the needs felt for long by the people of my constituency while I take part in this discussion on Supplementary Demands for Grants for the Railways.

At the outset, I would like to thank heartily your kind gesture of making Pothigai Express running between Tenkasi and Chennai a daily train paying heed to the

*English Translation of the Speech laid on the Table in Tamil.

[Shri M. Appadurai]

long pending demand from the people of my Tenkasi constituency. At this juncture, I would like to bring to your notice that the 7 kms. long gauge conversion work between Tenkasi and Shencotah has been completed. I would request you to complete the formalities like inspection and so on and to run the Pothigai Express between Shencotah and Chennai soon.

Considering the fact that Courtallam attracts foreign tourists and also VIPs and dignitaries apart from inland tourists from several parts of the country, I urge upon you to provide a first-class AC compartment to Pothigai Super-fast Express Train.

I would also like to urge upon you to take up the rail over bridge work at Tenkasi. There is a need for an ROB near Puliyarai. Everyday, about thousand lorries and trucks carry loads of goods to and from between Tuticorin Port and places in Kerala like Kollam and Thiruvananthapuram. This has resulted in congestion and making NH-208 a very busy road. This has resulted in making the 'S' bend, near there, an accident prone area. Hence, the people of my constituency have been taking up with the Railway Authorities to construct immediately an ROB in Quilon-Thirumangalam National Highways No.208 at Puliyarai in Nellore District, Tamilnadu.

I would like to draw your attention that a feasibility study was conducted near 'S' bend in NH-208 for the construction of ROB and the General Alignment. Drawing along with Feasibility Study Report has been sent to the Southern Railway Headquarters. It has been estimated that the cost of the project shall not cross Rs.16 to Rs.18 crores. Hence, I would like to impress upon you that necessary action may be initiated to construct a ROB at Km 83/10 at Puliyarai which will greatly benefit both the Kerala and Tamilnadu while contributing to the economic growth of these States. The parking charges at Tenkasi railway station may be reduced from Rs.200 and Rs.2,500 to Rs.100 and Rs.500 for two wheelers and four wheelers respectively. This has to be done considering the fact that an increase in the arrival of passengers who visit Courtallam Falls can be witnessed only for about four months in a year.

I would like to urge upon you that gauge conversion work between Tirunelveli & Cheranmahadevi and Ambasamudram & Tenkasi must be taken up. I would like to point out that there is a need to speed up the

gauge conversion work which is going on at a snail's pace between Tiruchendur and Tirunelveli. Valliyur is an important commercial centre in Tirunelveli district, hence, you may consider providing a stoppage to all the trains passing by Valliyur.

Tuticorin, an upcoming industrial town, would be emerging as an internationally renowned port city by the time when Sethusamudram Project is completed. As the town is growing further and further, the Railway catering facility and rooms for sojourn must be modernized and enhanced further.

Pearl City Express running between Chennai and Tuticorin are running for long with old coaches. Steps may be taken to provide new integral coaches to this train. An express train that was operational between Tuticorin and Coimbatore must be reintroduced. I would like to thank Railway Administration for taking effective steps to expedite the third gate ROB work in Tuticorin town. Considering the increasing traffic congestion in Tuticorin town, similar work may be taken up at the first and second gates too. Enough number of staff may be provided to ensure three shifts of duty at the three reservation counters in Tuticorin Railway Station to help overcome passenger crowd and the felt need. The entire platform may be covered with roof. Currently, a length of just three coaches has been covered with the existing roof structure. Waiting-room facilities for the second-class passengers may be enhanced. A railway line between Ramanathapuram & Kanyakumari *via* Sayalkudi, Tuticorin and Tiruchendur may be laid meeting the long pending demands of the people in those areas.

Thousands of passengers throng Tirunelveli railway junction every day. There are also daily commuters, the employees working both in the Government and private sectors among them. Hence, there is a need to improve the parking facility for two wheelers. Air-conditioned rest rooms for VIPs may be provided in Tirunelveli railway junction in a similar fashion like that of Madurai junction. The western entrance of Tirunelveli junction may be provided with platform ticket counters also while operating the advance reservation counters from 0800 hrs. to 2000 hrs. Pedestrian over bridge may be constructed from the VIP parking area to go to platforms directly. This will help the public in general and other passengers coming from the parking slots in Tirunelveli Junction.

After about 60 years only now you find some new changes in the functioning of Railways and railway stations in Tamilnadu. Perambalur district is among the backward districts in the State of Tamilnadu, hence, I urge upon you to lay a new railway line between Salem & Kumbakonam via Jayankondam, Ariyalur, Perambalur, Viragalur and Athur. This 150 kms. broad gauge railway line would give an impetus to economic and industrial growth there. Chennai - Tuticorin doubling of track and a dedicated Freight Corridor must be taken up at the earliest. Laying of double line between Madurai and Dindigul may be taken up on a warfooting. This would greatly help save travel time and traveling public who travel from southern districts.

Chennai-Perambur Integral Coach Factory has got infrastructure to manufacture modern railway coaches. Most of the spare parts are being purchased from outside. When ICF was manufacturing railway coaches entirely on its own, the life span of those coaches used to be 25 years. Now, because of this outsourcing, the life span of these coaches has been reduced to 15 years. Even essential components linked to safety of the coaches are being procured from the open market. Buying of spare parts and original equipment from the open market leads to increase in cost of production. 1480 coaches per year is the target fixed for now and the employee strength should also be matchingly increased.

Escalators may be provided in Tambaram station also like Egmore railway station in Chennai. Sub-urban trains with nine coaches must have twelve coaches instead to help avoid congestion that cause inconvenience to passengers. Near Perungalathur railway station there are two level crossings. Considering the industrial growth there and the increased traffic, the railways may go in for constructing road over bridge there.

Requesting you to streamline the railway operation by way of running trains in time while ensuring safety measures, especially near unmanned level crossings, let me conclude my speech extending my support to the Supplementary Demands for Grants for Railways. Last but not the least, let me reiterate the need to make operational soon the Salem Railway Division.

[Translation]

*SHRI RAMESH DUBE (Mirzapur): Sir, while supporting the Supplementary Demands for Grants 2007-08 of the Railways, I would like to draw your attention to the following points—

1. People have to travel a distance of 15-20 kilometre owing to absence of a railway crossing between the Suriyanwa and Janghai stations of the Northern Railways. Therefore, a railway crossing near pole no. 836/12 needs to be put in place there.
2. The work of doubling of single railway line from Varanasi-Janghai-Pratapgarh to Lucknow needs to be carried out.
3. An overbridge needs to be constructed on Mirzapur-Jaunpur Bypass route (Bhadohi railway station).
4. Poorva Express is the most convenient train for going to New Delhi from Bhadohi. It's necessary to provide a stoppage to it at Bhadohi since Bhadohi is known as the carpet city. By providing a stoppage to Poorva Express at Bhadohi, it would be convenient for foreign traders and the people of this area to travel to Delhi.
5. Shuttle train service may be introduced between Varanasi-Janghai that would lead to additional revenue collection for the deptt. of Railways and to development also as the workers as well as traders from Varanasi would have the facility of commuting on time.
6. An overbridge should be constructed on Mirzapur-Bhadohi route near the Madhav Singh Station.
7. Train service should be introduced on Allahabad-Varanasi railway route for Kolkata.

SHRI JAI PRAKASH (Hissar): Sir, I rise to speak in support of the Supplementary Demands for Grants of the Railways. Undoubtedly, Lalu Prasad Yadavji has not only streamlined the cumbersome set up of the Ministry of Railways with the cooperation of his allies but also created such an environment that the ordinary poor prefer and love to travel by the Indian Railways. For this, I extend my thanks to the Ministry of Railways.

The Railways have introduced a number of projects across the country, but I'd like to tell Lalu Prasad Yadavji that Baroda village of my parliamentary constituency in Haryana State is visited by Jains from across the country to have a 'darshan'. That is a famous place of pilgrimage for Jains. So, a railway station should be provided in

*The speech was laid on the Table.

[Shri Jai Prakash]

Baroda. That village is near Jind, That's 7 kms from there. We have communicated many a time to the railway authorities, but they repeatedly try to put a spanner in our efforts saying that its distance is a very long, while it is only 7 kms. I demand that railway station should be constructed in Baroda on the Delhi-Bathinda railway line. There are a number of unmanned crossings in our area where accidents take place. There is a village called Khedimasania between Jind and Jakhal. The work of doubling of Delhi-Bathinda railway line has been started. There are unmanned crossings. There are a lot of agro-based activities in our State, Haryana. The railway line passes through the fields of the farmers. When the cattle go to and return from the fields in the morning and evening, accidents take place killing cattle and people. I request the hon'ble Minister of Railways to get the unmanned crossings manned so that accidents claiming 20 to 25 lives of people and cattle every year could be avoided.

Thirdly, Jind junction is a very old railway junction. Locomotives used to be there way back when engines were propelled by coal. There are approx. 20 villages there. Sugarcane is the major crop of this area. A railway crossing has been put in place there. The Government of Haryana has also constructed a road. If a manned railway crossing is put in place there, people of 20-25 villages would be greatly facilitated for carrying their produce of sugarcane to the sugar mill. I'd like to say that it is 4 kms. from Jind that links Julani and sugar Mill. The Government of Haryana is the first in the country to provide its share of funds to the Ministry of Railways for getting the railway line laid earlier also. Another project pertains to Jind-Sonepat railway line in respect of which our Chief Minister has not only written to the Railways for providing State's share of funds but we are also ready to provide it immediately. I regret to say that Railways has not undertaken any sort of work so far despite the State Government providing half the share of cost of projects. I would like to tell the hon'ble Minister that the people associated with politics make statements that the Ministry of Railways has accorded this approval on the requests of the Government of India, but if a junior officer of the Railways says that nothing like this is under consideration, it not only hurts the sentiments of the public representatives but also causes their defamation but even the common man questions the statement given by the MPs whereas Departmental officials negate it outrightly. I'd like to request the Minister of Railways to check such

undisciplined officers and staff who give their own statements over the ones made by the public representatives.

Jind lies in the Theart of Haryana. A train should be introduced from Jind to Chandigarh. The railway line does exist, only the train is to be introduced. If a train is introduced from Jind to Chandigarh, 5-6 districts of Haryana would be benefited. I'd like to request the Minister of Railways to introduce a train from Jind to Chandigarh via Nirvana, Kurukshetra and Ambala. Chandigarh is our capital.

There is a big milk plant in Jind. There is National Highway no. 71 there. It is adjacent to the railway station. Being a junction, there are 2-3 Railway lines at Jind. Gates of the crossings remain closed for hours together due to which especially the milk buyers, and others returning back face a lot of difficulty. I would like to request the Minister of Railways to construct an R.O.B. along the vita milk plant at Jind. For that purpose, the Government of Haryana is ready to provide its share of cost of project. I raise this issue in every session, but this issue has no been taken up on priority basis till date which is very regretful.

The work of doubling of railway line from Jind to Bathinda has almost been completed. If it is electrified also at the same time, it would be a great kindness of the Minister of Railways.

There is a railway line from Jind to Panipat. The farmers, labourers and villagers of our area have constructed a railway halt station also there. People have constructed the building. The public has also constructed the platform. The G.M. had visited the place two years ago and during his visit has assured to provide halt to the trains if the people constructed building there. But the train does not stop there till date. There is a village called Sunderpur on the Jind-Panipat railway line and this village is eight kms. away from Jind. If this work is done, it would benefit the people of ten villages. Halt should be provided there.

There is an unmanned crossing in village Rajali which is located on Jind Hissar-jakhal line. If that unmanned crossing is shifted 500 metres away to other side then the way leading to 3-4 villages which has remained closed for many years, will be reopened. I would like to request that the unmanned crossing may be shifted from its present location.

Long before Lahot was there in Bugana. it is also on Hissar-Jakhal railway line. The previous Government had closed it. I would like to request that it should be reopened.

If a rail track is laid from Hansi to Rohtak, then there will be a direct route from Hissar to Delhi. The UPA Government has declared Hissar a mega city. If this is done then alone benefits of a mega city will accrue. At present, we have to go to Delhi via Bhiwani or Rewari. If an additional 30 kilometres railway track is added to it, a direct route from Delhi to Hissar can be built. Jind is a historical place. All over India Lalaji has built model railway stations. Jind may also be declared a model railway station.

*SHRI RAMJI LAL SUMAN (Firozabad): Sir, the Government has sought from the House a supplementary grant of Rs. 27000.05 lakh in addition to the Railway Budget for the year 2007-08. Four months ago the Minister for Railways had presented the Railway Budget wherein accounts of an year were given. Demanding grants means that our anticipations were not correct and the Government has also not shown farsightedness. In this budget there are 38 projects on which huge funds are required to be spent and the Government wants to take up these projects immediately. From the manner in which grants have been sought for these projects, it is evident that these are not going to be completed in near future. I would also like to know the criteria adopted for selecting these projects.

Sir, hundreds of railway projects are lying pending and there is no hope of their completion. A cost of Rs. 40 thousand crore is estimated to be incurred on it. Just now, honourable member, Shri Dhumal Ji said that in Himachal Pradesh a project was started in the year 1973 which has not been completed till date. In Uttar Pradesh, work on Agra-Etawah rail line was started in the year 1999 with an estimated cost of 214 crore rupees. Now 8 years have passed by and so far around 50 crores rupees have been released for this project. There is not any time bound programme before the Government for completion of projects. The State Governments have also a share in the cost of these projects. But while planning for these projects the States are not taken into confidence. You are well aware of the conditions of the states because you have been the Chief Minister of Bihar for a long period. In spite of good financial conditions of the State the projects are being delayed, so the entire cost of

these projects should be borne by the Ministry of Railways. The Ministry of Railway have started a new formula for construction and operation of railway projects with public-private partnership for accelerating the pace of railway works. The Government's first duty is to work in the interest of public while the private sector's first priority is to earn profit. They have quite different objectives. This point needs to be discussed thoroughly.

The safety of the passengers is the first priority. Recently, the Railway Board has invited insurance companies for insuring the passengers. Everyday nearly 16 million people travel by trains. The insurance premium is so high that any insurance company will get attracted towards this work. So all the companies are knocking at the doors of the railways. The Government accepts that the accidents do take place. The Minister of Railways should ensure that the train journey becomes accident free.

[English]

*DR. TUSHAR A. CHAUDHARY (Mandvi): I rise to support the railway ministry for their supplementary demands for grants. However I would like to draw the attention of hon'ble railway minister regarding the railway crossing on N.H.-6 at GANGADHRA between Surat & Navapur. Sir, I have raised this matter twice under rule 377. The condition of the road at above mentioned crossing is very much bad. Once minister gave me the reply that road has been repaired but actually after getting minister's reply actual work started. So the concerned officers are misguiding even ministers. Sir, Let me talk about yesterday's incidence at that crossing, due to bad condition of road one girl died on the spot on 22-08-2007. Because of that people got irritated and they have obstructed the railway traffic for three hours. So my humble request to hon'ble minister is to pass the order to repair the road at this particular crossing as early as possible and prevent the mishappening & death of the people.

[Translation]

MOHD. MUKEEM (Dumariaganj): Mr. Chairman, Sir, I rise to support the Supplementary Demands for grants (Railways) for the year 2007-08. I would like to present my views in a very short time. Sir, through you, I would

*The speech was laid on the Table.

[Mohd. Mukeem]

like to draw the attention of the Minister of Railways towards Gorakhpur-Gonda loop-line which has been sanctioned for conversion into broad gauge. Work on overbridges have been completed but railway tracks have still not been laid in this route.

While replying to a question the honourable Minister of Railways had said that the work would be completed by the year 2007-08. But I think that the work is progressing at a very slow pace. It seems that the completion of this work will take too much time. Through you, I would like to urge upon the hon'ble Minister of Railways that the work on Gorakhpur-Gonda loop-line, which is progressing at a very slow pace should be expedited and completed as early as possible.

My second point is that for a long time people of my area have been demanding laying of a new railway line from Sahjanwa to Balrampur. Much earlier a survey in this regard was also done. I had also once asked a question about this. But so far no work has been carried out on this project. I would like to urge upon the honourable Minister of Railways to issue orders to conduct a fresh survey for laying this long-back proposed line from Sahjanwa to Balrampur via Mehdawal, Bansi, Dumariaganj Uttraula. Long back a survey had been done on this line.

Thridly, as the hon'ble Chairman has also mentioned it in his speech, the doubling work of Gonda to Gorakhpur line has been going on. But ahead of Gonda, on the stretch upto Gorakhpur the work is going on at a very slow pace and a result thereof trains are running late every day on this route. if the work on this line is expedited, the doubling work upto Gorakhpur could be completed very soon and the trains coming from this side would also not be delayed. So, I would like to urge that this work be carried out at the earliest so that hte unfinished doubling work this Gonda Gorakhpur line could be completed.

I would also like to say to the hon'ble Minister of Railways that Vaishali Express is, a VIP train. All the Members of Parliament of that area and the hon. Chairman also, travel by this train. I think all the members of Parliament from Siwan to Deowaria, Gorakhpur, Gonda, Barabanki travel by this train. You are well aware of the quality of the catering facility available in this train. The food served in this train is of very low quality. The bedroll

and pillow provided to the passengers are such that if we change our position while sleeping, our head will come down from the pillow. The pillows provided are of very small size. The bedrolls provided to the passengers are not properly washed. If you shake the towel, dust will come out of it. So, this aspect needs to be taken care of.

Mr. Chairman, Sir, through you, I would like to say one more thing to the Minister of Railways that many people of my district Siddharth Nagar, Basti, Gonda, Barabanki, Sant Kabir Nagar live in Mumbai. Only two trains run from Gorakhpur to Mumabi via Lucknow as a result of which passengers of all these areas face a lot of inconvenience. I had earlier also written a letter to the honourable Minister of Railways requesting him to run a superfast train from Gorakhpur to Mumbai via Lucknow so that the passengers of that area could get some facilities.

With these words, I hope that the hon'ble Minister of Railways will consider the points which I have put forth. I support the Supplememntary Demands for Grants placed by him.

[Egnlish]

*SHRI SANAT KUMAR MANDAL (Joynagar): There are a number of ongoing railway projects in the South Section of Sealdah Division under Eastern Railways. The doubling work of Sonarpur-Canning is on there. However, the Phase-I of the project i.e. Sonarpur to Ghutiarisheriff has been started seven years back and completed in the end of last year. The Phase-II i.e. Ghutiarisheriff to Canning is yet to be started. The delay in this regard is mainly due to inadequate budgetary allocation. Canning is the Gateway of Sundarbans-consisting the world's largest delta, National Park and Wildlife Sanctuary - attracting a huge number of tourists from inland as well as foreign countries. If the Government initiates implementing the proposal for making Sundarbans as an Eco-tourism Centre, it would be a place to be visited by the people from all over the world. In these circumstances, this doubling work between Sonarpur-Canning should be expedited with more budgetary allocations and the work should be speeded up. Also the extension of railway line from Canning to Sonkhali should be taken up by the Government as the Sonakhali would ease the tourists to

*The speech was laid on the Table.

reach the Sundarbans through railways at a nearest point. It is understood that a survey has been carried out to assess the feasibility of the line and the Government of West Bengal has also recommended for the economic viability of this railway line to the Railways.

From Canning, the marine products, vegetables, etc. of the Sundarbans region are reaching Kolkata for further transportation to various parts of the country as well as for exports to various countries. Also a huge number of school-going college-going students and office-goers are commuting on the trains in this line daily. However, in the absence of double line, a lot of hardships being experienced by the people as well as business community of this area. They have to use the road transports which in turn affect the profits of the railways and also the poor people and business houses, who are to spend more money on road transportation. This doubling work would improve the overall economy of this Sundarbans region.

Also the Baruipur-Laksmikantpur doubling work is still at ground-zero level as no work has been started yet. Necessary budgetary allocations should be made for this work also for expeditious completion of this project.

I would like to urge upon the Hon'ble Railway Minister for expediting the railway projects, as mentioned above, pertaining to West Bengal by enhancing the Budgetary allocations to benefit the common man. So far, the budgetary allocations made by the Railways for the above mentioned projects were meager. Hence completion of these projects took a lot of time.

Thank you for giving me an opportunity to speak on the Supplementary Demands for Grants on Railways for 2007-08. With these words I conclude.

SHRI P. KARUNAKARAN (Kasargod): Sir, I support this motion moved by the hon. Railway Minister.

For the last three years, the Railway Ministry has taken various measures to make the Railways a profitable public undertaking. I really congratulate the hon. Railway Minister and the Railway Ministry.

Sir, we know that the Indian Railway is a vast public undertaking and it gives employment to a majority of the people. The character of the Indian Railway is the public participation and it has a social obligation also.

16.00 hrs.

Really, Indian Railways are the symbol of the national integration. So, I would request the Government to

maintain this character and nature, and also to strengthen it. That is really the secret of the success of the Indian Railways. It has a very vast infrastructure even worldwide. At the same time, I fear, I suspect that some of the policy decisions taken by the Railways may lead to privatisation and it is a sign of globalisation also.

Railways have taken the decision to construct the Dedicated Freight Corridor. Of course it is a good decision, but I do not know why - with a huge profit, Railways along with the public undertakings can take it - it is left to the PPP, that is the Public-Private Partnership. The Standing Committee on Railways has already requested and suggested the Railway Board to review the functioning of the IRCTC. As stated by other Members, it has become an outsourcing agency now. A large number of existing contractors are removed and thousands of the workers are thrown out. It is true in the case of the catering service as well as the porters in the Railways. We have to raise the efficiency of the Railways. The total strength of the Railways was 17 lakhs a few years back but now it is reduced to 14 lakhs. The answer may be that we are going for downsizing with computerisation. We introduced a large number of trains and we have a very good network. So, it is not possible to maintain the safety and smooth functioning of the Railway by reducing the staff strength. I think that there are 2 lakh vacant posts. In 'C' Category, it comes to about 1,26,000 posts; in 'D' Category, it comes to about 40,000. As a result of reduction in the staff, the running staff has to work at least 12 to 14 hours. You see that ten hours are admitted by the Railways with the running staff. As a result of the new policy, a number of persons are thrown out. I think, our Lalu ji, who has so much concern about our poor people, will consider this issue mainly.

Sir, the tele-density in every State and in every Division is increasing because Railways have become a common man's transport facility, especially compared to the bus fares. So, they have to increase the facilities for the passengers. I would suggest, as stated by other Members earlier, that some of the States and some of the Divisions get this priority. We see that there is an imbalance in the development of the Railways, either of railway stations or of trains or of other facilities. So, we should take a balanced approach for the overall growth of the Indian Railways; otherwise it would really create problems in between the States and in between the different sections. Such attitude and approach has to be taken by the Ministry. I do not want to make any special

[Shri P. Karunakaran]

mention about this because we have discussed many issues.

Sir, for the passenger amenities, in the last Railway Budget, Government had introduced many things. But, at the same time, as I stated earlier, we, the State of Kerala, are not getting such importance. We are getting only the old compartments and old things—if you go to almost all the trains, to all the stations—with regard to the roofing of the railway stations, platforms of the railway stations and the trains that are coming from different destinations. In this connection, I suggest to start new trains from Delhi and also from Mumbai and Bangalore because lakhs of Keralites are working, and the students are studying in the different cities of India. So, at least the Railways can start new trains from these cities.

The passenger trains are also very important. When Veluji visited Kerala, when he came in my own constituency, he publicly announced that we would take initiative to start a new train from Mangalore to Calicut. That is a passenger train, inter-city train from Calicut to Mangalore but that is not yet implemented.

Sir, we have been asking for a Zone not for Kerala alone. The Rekha Committee and many other Committees had assessed the functioning of the Railways. You know it very well that it is a big concern, and the main work has been entrusted with the Railway Board and below that with the Zones and the Divisions. You kindly see the geographical positions as well as the administrative purposes of the Southern Railway. It is very big. It is not convenient to give facilities to all. So, I would request the hon. Minister of Railways to go through the proposal and please do not deny it at the very outset because this proposal is not for Kerala alone but it is also for Karnataka and Tamil Nadu including Palghat, Trivandrum, Salem and some parts of the Konkan Railway. So, the new Zone has become the necessity. We are not against creating new Zones or new Divisions but at the same time they should cover and benefit Kerala also.

Sir, Kerala is the tourist destination not only for the people of India but also for the people in the world. The State Government has been asking to start a tourist train from Kanyakumari to Goa because it also covers Tamil Nadu, Kerala and Karnataka. When people come to Kerala, they want to go to different destinations but we have no such facilities. That is why, at the beginning, I

have said that there should be a balanced approach. Considering all these facts, this new Zone has to be considered.

There was a suggestion earlier to have a coach factory at Palghat as there is no big factory in Kerala. At Chertala, the Government has decided to have a coach factory but it has not yet started. That decision has to be implemented. Having a coach factory at Palghat is a long-pending demand of the people of Kerala. I think, that also needs to be considered favourably.

With these few words, I again support the Supplementary Demands for Grants (Railways).

[Translation]

*SHRI GANESH PRASAD SINGH (Jahanabad): Sir, through you, while drawing the attention of the hon'ble Minister of Railways towards the old railway line and proposed new railway line falling under my parliamentary constituency, I put forth the following demands in public interest:

1. For the last three years I have been demanding every year during budget speeches that the doubling and electrification work going on at a snail's pace in the Patna-Gaya rail section should be got completed within six months.
2. At least two new trains and two DMU trains be introduced between Gaya and Patna from 7 a.m. to 10 p.m. in view of the heavy rush of passengers over there.
3. In Patna-Gaya railway section an overbridge on the railway line and a road should be constructed near Masaudhi Gumti and Jahanabad-Arwala More and the road leading from east to south from Taregana station should be metalled and a metalled road may also be built up to the West of the Jahanabad Railway Station.
4. The work on the proposed new railway line up to Bitta-Anugrah Narayan Road may be commenced at the earliest and a new railway line from Islampur to Gaya via Hulasganj, Khizrasarai may be approved.

[English]

SHRI PRALHAD JOSHI (Dharwad North): Mr. Chairman Sir, I thank you for giving me this opportunity.

Supplementary Demands for Grants is a routine course and it will definitely get the seal of this House. I would like to make a request to the hon. Minister of Railways that while presenting the Supplementary Demands for Grants (Railways) he should have taken into consideration the demands of the States.

Sir, I come from the State of Karnataka. Recently there was a discussion about the announcement of the Salem Division also in the House. For the last so many years, there was a demand for creation of the Gulbarga Division in Karnataka. Recently the Chief Minister of Karnataka and the Deputy Chief Minister of Karnataka have given a representation to the hon. Railway Minister for creating the Gulbarga Division, which is the headquarters of the so-called Hyderabad and Karnataka, and it consists of more than five districts. Major projects such as Mahboobnagar-Mundrabad, Gulbarga-Bidar are going on. All these projects are really to be given keen attention, and they are very much needed. The Committee headed by Nanjundappa, a renowned Economist of the State of Karnataka, studied the regional imbalance. That Committee made a clear-cut recommendation that there should be a Divisional Headquarters at Gulbarga to overcome the regional imbalance. In this context, the hon. Chief Minister gave representations many times to various Railway Ministers. I will request the hon. Minister of Railways to give attention to this proposal and kindly include it at least in the coming Budget, and also request him to make an announcement for the Divisional Headquarters at Gulbarga.

Another important demand is this. Hubli has become the South Western Railway headquarters and the upgradation of the platform is in the pipeline. The hon. Minister of State for Railways, Shri Velu has come to Hubli and laid the foundation stone for this Rs. 30 crore project for upgrading the South Western Railway Headquarters station to the level of the headquarters railway station.

But unfortunately, so far, the work has not yet started. For this project of Rs. 30 crore, only Rs. 4 crore have been allotted. I would urge upon the hon. Minister to grant more funds to it and expedite the project. There is

a huge demand for it. There is a need to have a lot more train facilities, but because of less number of platforms, it is not being possible. Your kind self had already laid the foundation stone. I would again request you to see that the work is expedited.

Sir, my third major demand is concerning Dharwad station. Dharwad is the biggest educational institution in the State of Karnataka. Originally, it was the headquarters of Southern Maharashtra Railways. This station is in a very shabby condition. Many a time, I have given representation to upgrade it. Here, again, I would request you Mr. Minister to upgrade it as a satellite station because Hubli-Dharwad is a twin city, and further facilities may be extended there.

Sir, in the same way, Hubli-Ankola line is also a long pending demand. I do not want to repeat the historical reasons for that; in all my Budget speeches, I had referred to it. Now, it is before the Central Empowerment Committee. As far as the forest clearance of this project is concerned, I would request the Ministry of Railways to make more efforts to get the clearance from the Ministry of Forests and Environment. It is an ambitious project, for which the former Prime Minister Shri Rajiv Gandhi also when he had come to inaugurate the sea bird recommended that this project be completed at the very early stage. Here, again, I would request the Railway Minister to take it for consideration.

Similarly, there are other pending projects also, viz., Gadag-Bagalkote Court. It is a long pending project. For the last 10 to 12 years, the gauge conversion is going on. Previously, when we asked, we were given the reply that the 'State Government has not paid the money.' But now, the State Government has paid the entire money. I would urge the hon. Minister of Railways to see that this project is completed, as you committed early, before December, 2007. It was a clear-cut commitment given to the people of that area that before December, 2007, this project is going to be completed. But recently, when I enquired, I came to know that because of the shortage of sleepers, the project is going to be delayed. I would request that such things should not happen. For so many years, people are waiting. Whatever amount was to be paid from the side of the State Government has already been made good of it after so much persuasion. Now, I would request the hon. Minister to kindly look into it for completion.

[Shri Pralhad Joshi]

Then, there are Munirabad - Mehbub Nagar and Bidar-Gulbarga projects, which are also pending. These are also very important projects. They are not being given proper attention. I would request the hon. Minister to pay proper attention to these projects.

Then, I demand introduction of a new train from Hubli to Mumbai. It is also a long pending demand. I also demand a new train from Hubli to Bangalore. Then, Ranichannama 6589, 6590 is running late daily because it is going to Kolhapur. Originally, it was terminated at Miraj. Now, for the last one and half years, it has been terminated at Kolhapur. From Miraj to Kolhapur, daily, the train goes empty, without any passengers. Immediately after one hour, there is one more train from Miraj to Kolhapur. I do not know for what reason it is there. Last time also I referred this, but unfortunately, it is not being taken into consideration. Kindly go through your own sources and see whether the train is empty or not.

MR. CHAIRMAN: Please conclude.

SHRI PRALHAD JOSHI: Sir, within a minute, I am concluding.

I am coming to another important issue. As far as the appointment of the Group D employees in the Railways is concerned, it is the request and desire in the whole of the country that the local people should be given preference. This is the demand from everywhere. Now, the South-Western Railways has called for the applications for filling up the Group D employees. There is an apprehension among the people that the local people would not be given due attention. I would, therefore, urge upon the hon. Minister to think on this aspect of giving preference to local people as a matter of policy.

Now, I am on my last point, on which, I hope, every Member would agree. As far as the RUBs and ROB's are concerned, you asked for the shares from the State Government or from the Local Self-Government. It was given. After getting that share also, the Railways are asking for maintenance charges! Ultimately, the Central Government and the State Governments put together, we are here for the public service.

Sir, recently for one RUB, the Hubli-Dharwad Municipal Corporation has paid the entire amount but only the leeway and maintenance charge is not being

finalized. As a matter of policy, this RUB and ROB have become safety hazards. I would request you to look into this.

SHRI LALIT MOHAN SUKLABAIYA (Karimganj): Hon. Chairman, Sir, I thank you for giving me a chance to take part in this debate.

Sir, there is no doubt that the Indian Railways have become a world-class Railways under the leadership of our hon. Minister, Shri Lalu Prasad ji. I congratulate the hon. Minister and his largest railway family for their efforts in bringing this change and development in the Railways.

Sir, the Railway system, after Independence, has achieved this development throughout India. But, in our case, it is slightly different. In Assam, it is yet to be developed. The broad gauge conversion from Lumding to Badarpur has become a big question now. Similarly, the broad gauge conversion between Dhubri-Fakiragram and the North Bank of Brahmaputra leading to Arunachal Pradesh is very slow in progress. The Bogibeel project is also there, and it also needs more attention of the Railways.

Sir, the railway industry is shining like the Moon among all the star industries which are contributing to our development. But you know the Moon has a spot, black spot, and the railway industry has also a black spot, and that is what I am going to say about. In our area, that is, the Barak Valley is at present dislocated and is not connected with the railways due to collapse of a bridge in the hill section since the last two months. The hill section, Lumding-Badarpur, is a metre gauge line, and that was taken up for conversion about twelve years back, and on our request, the hon. Minister has made it a national project and it was scheduled to be completed by March, 2009. But there is a question among the people of our area as to when it will be completed due to the collapse of the bridge which indicates poor maintenance and poor conversion work.

Another thing is that over River Barak, one pillar was collapsed over four years back but reconstruction has not yet started. Any layman can say that if the construction of the pillar is resumed today, it will take another three to four years to complete the bridge, and without bridge no train can go to the Barak Valley.

Then, I would come to the internal railway system. Between the two main towns, Karimganj district

headquarters and Silchar district headquarters, the distance is 50 kilometres. The Railway Ministry has informed me that to reach 30 kilometres, the train moves at a speed of 65 kilometres, and to reach 20 kilometres, the train moves at a speed of 50 kilometres. The total distance is 50 kilometres. But it takes actually two and a half hour to cover this 50-kilometres distance. Again, from Badarpur to Lumding, that is the gateway to the main part of India, the distance is 180 kilometres. A metre gauge train takes 12 hours. An hon. Member from the other side was saying, lamenting that for 700 kilometres, the train takes 12 hours but in our case, the train takes 12 hours to reach only 180 kilometres. So, this is the position.

The railway stations do not have approach roads. There are very scanty amenities, and the trains which move inside the Barak Valley are having only three to four bogies. There is no system of railway ticket checking. I took up the matter several times with the railway authorities. They also informed me that they would do the needful but there is no ticket checking system and people move without tickets freely. That is why, in that way, the Railways are losing revenue on the one hand and on the other hand the miscreants are taking chance.

There is no security. The RPF personnel are not active there. People are afraid of the miscreants and there is no security in the stations also. I would request the hon. Minister, who has made the Indian Railway, a world-class Railway, once again and draw his attention to the problems concerning the development of railway system in Barak Valley and also to develop the entire railway system of the State of Assam. I would request him that in the next Budget he may kindly give us an unit of Railway industry for our State for which we demanded last year also.

We have been making a demand in all our speeches during discussions on the Budget. I have been requesting the hon. Minister for extension of the railway line from Dullabcherra to Charagi. One hundred years back this Dullabcherra station was constructed and during these hundred years there has been a huge population growth. The Ministry of Railways have informed me that for extension of line they have provided a Budget of Rs. 47,000 crore and for this distance of 22 kilometres they require another sum of Rs. 66 crore which is not possible now. I do not know how this amount of Rs. 66 crore becomes a burden on the Ministry of Railways. I would

request the hon. Minister to kindly consider whether this line can be extended whereby the huge population which is settled there during the last hundred years can be benefited.

Before Independence, our area was linked with Kolkata through present Bangladesh through trains, besides the waterways. Now, Kolkata-Bangladesh train service is going to be resumed. The train service to Pakistan is also being resumed. The train service in our area was closed after Independence. I would request the hon. Minister to kindly examine whether the train service which was closed after Independence from Mahisasan to Latu in Bangladesh to Kolkata should be resumed once again which may relief us from the problems of transportation for the time being.

[Translation]

MR. CHAIRMAN: There is provision for laying written speeches also. Many a hon'ble Member has laid their written speech. I have a long list of hon'ble members, hence be brief.

SHRI PRABHUNATH SINGH (Maharajanj, Bihar): Mr. Chairman, Sir, before I start speaking through you, I would like to request the hon'ble Minister of Railways to come out of his somnolence.

MR. CHAIRMAN: He is listening to your point attentively. He is not in somnolence.

SHRI PRABHUNATH SINGH: I am not going to deliver a harangue. This is demands for grants and it should be approved. The developmental work of, the Railways will come to a standstill if there is no money and hence money should be there. I would like to draw the attention of the hon'ble Minister of Railways to a few points regarding his parliamentary constituency. There are a few pending schemes on which work is going on at a snail's pace. The Headquarter of his parliamentary constituency is Chhapra. He knows that there is broad-gauge line between Chhapra and Kaptanganj. Foundation has already been laid to change that line and work had been started thereon with some distance of work having been completed but the speed of work is very slow. Even the construction work of bridge has not been completed. The land-milling start has-carried out has started to washed away due to flood. land-fzlling that was carried out has started to be washed away due to flood. This is the

[Shri Prabhunath Singh]

Headquarter of the constituency of Sh. Laluji and, hon'ble Chairman, Sir, your constituency is also juxtaposed there to.

MR. CHAIRMAN: I have said to him about it.

SHRI PRABHUNATH SINGH: I, too, support you. Some parts of my constituency also fall between these areas. So I would request that the work of that area should be completed on priority basis.

Similarly, a railway line from Maharajganj to Misrih was approved and foundation was also laid but the work has not been started so far. Even the Planning Commission has approved the same. So, hon'ble Minister of Railways is requested to get that work started. Just after Misrih, his constituency starts in-between. While constructing bridge from Patna it should be ensured that connectivity is provided to this area via Parsa, Maker and Taraiya.

I have already told him that after conducting a survey that railway-line should be built up which will facilitate travelling to Patna and other far-flung areas at least for the people of Siwan, who are the residents of his parliamentary constituency. If he conducts a survey, the findings thereof will be negative. This is because the officers of his department are not accustomed to responding positively; they always respond in negative. I think that he must be thinking about Bihar much more than me. If he thinks much about Bihar and he is the Minister of Railways too, he should come forward with firm determination to get a survey conducted and also get work started because it is in the public interest. This work will be beneficial not only for his constituency but it will be beneficial to Gorakhpur also. If this bridge is built up, it will be very useful.

Sir, the schools of the Department of Railways are very good, I have not seen them; only heard about them but there is not even a single school of this kind in Bihar. The Railway land is grossly misused by the people and taking railway land on lease they are cultivating on it in some areas. As per my knowledge and in accordance with the new delimitation, his constituency has been extended to Majhi where 90 acres of land have been given on lease and cultivation is being done over there. If such land is used for school purposes, the district will develop and the children of the railway employees who

do not get admission and wander hither and thither will get admission to such schools. When the Minister of Railways is of that area, two or four children of general category also get admission through recommendations. He is requested that a railway school which should be of the level of Dehradun may please be opened at Majhi, if he thinks it appropriate, or in the district; wherever appropriate land is available.

Vaishali train runs on the Chhapra route. Hon'ble member, Mohan Singh ji comes to Delhi by this very train. I, too, sometimes, come to Delhi by it. The number of AC-I seats is very few in that train. Sometimes the number of passengers goes up, hence a new AC-I boggy may please be added to this train and there will not be much expenditure on it. Patna-Delhi bound Rajdhani train does not run daily. There is no dearth of passengers from Patna. This train should be run daily. I hope he would certainly make an announcement to this effect. I have risen only to remind him of all these things. I thought it appropriate to remind here because he may forget Bihar after hearing a lot of things.

They were insulted and compelled to pay a penalty of Rs.10000. The Hon'ble Speaker as well as the Hon'ble Minister had assured me that necessary action will be taken after proper investigation in this matter. Hon'ble Mr. Speaker received a letter informing about the action taken and that the train superintendent had been suspended. Then I wanted to have a copy of investigation carried out in this regard, when I could not get it, then under the Right to Information Act. I applied for the same to the Ministry of Railways through my Secretary. I have got a copy of reply that I received. You will be surprised to know that reply, wherein it is stated that investigation has not yet been conducted. If the investigation was not done then on which ground a person could be suspended and how could he be proved guilty. The ministry of Railways is misleading the Hon'ble Minister of Railways, and also the Lok Sabha. The letter that was written to the Lok Sabha Speaker was incorrect. I have got all the documents and I want to place them on the table of the House. Mr. Speaker has given the minister a copy of my letter and I had talked to him on the matter.

I have to make only two submissions in this regard that the officers who did like that could have only one objective that as the Minister of Railways Shri Lalu Yadav and Prabhunath Singh have Political differences, the Minister would be pleased if they harassed my family

Members. I do not think the hon'ble Minister of Railways will be pleased if my wife and children are harassed. However, I request the Hon'ble Minister to cover my two questions while replying to this matter. Firstly, the amount that has been charged wrongfully, should be returned. Secondly, it should be made clear as to what action would be taken against the officialas who have harassed my family members and children? I would like him to assure the House today in this regard and we will be here to listen to his speech. With these words, I conclude.

MR. CHAIRMAN: I would like to place the relevant papers and a copy of the tickets on the table of the House, if permission is granted.

MR. CHAIRMAN: You sent it to the speaker in writing. You can send it to the privilege committee. Don't lay them here. There is no such practice.

[English]

*SHRI VINOD KHANNA (Gurdaspur): The following are the demands of my constituency Distt. Gurdaspur. They are long pending and I hope this time you shall fulfill them.

**District Gurdaspur Demands
vis-a-vis Railways**

1. Dhauladhar Express to be changed from triweekly to a daily train.
2. Stopage of Superfast trains Puja Express, Malwa Express and other at Mukerian station.
3. A full-length first class AC compartment to be attached in Dauladhar Express.
4. Three-tier AC compartment to be attached to Dhauladhar Express.
5. Station of origin of Dhauladhar may be changed from old Delhi to New Delhi.
6. Changing the name of Chakki bank station to Pathankot Cantt.
7. Starting a daily Pathankot-Delhi-Pathankot Shatabdi Express.
8. Starting increased DMU service between Pathankot-Amritsar.

*The speech was laid on the Table.

9. Provide stations at Parmanand, Jhakholari, Bharoli in Amritsar-Pathankot sector.
10. Construction of manned railway crossings at Mamoon, Pathankot and 7 other places in Gurdaspur.
11. Construction of ROB at Jhakholari.
12. Construction of Yatri Niwas at Chakki Bank station.

[Translation]

*SHRI MUNSHI RAM (Bijnor): While Supporting the demands for supplementary grants for the Railways (2007-08), I thank the hon'ble Minister of Railways on behalf of the Rashtriya Lok Dal, under the leadership of Chaudhary Ajit Singh that he has introduced a Link Express from Saharanpur to Lucknow (4231A, 4232A) via Bijnor. Besides, I extend thanks for the sanction of link express overbridge on the National Highway 119 Najibabad Bijnor Marg. I demand that the construction work of the said an overbridge should be commenced immediately. In addition, I have been demanding the construction of an overbridge on LXING NO483A crossing near Nazibabad Railway Station on the National Highway No. 74 and a flyover on Nagina LXING NO. 471 B Crossing on the same National Highway. Main road connecting Dehradoon, the capital of Uttaranchal and Nainital, the High Court headquarters of Uttaranchal passes through these crossings on this Highway. There is heavy traffic of VIPs and other vehicles of the Uttaranchal Government. The construction of these flyovers will be in the interest of the public.

In September 2005 and 2006 I had demanded in the public interest a new railway line for Meerut, Hastinapur, Bijnor. The Minister of State in the Ministry of Railways, Shri R. Velu in his reply in October 2006 has be estimated the cost of this projects to be Rs. 92.6 crores. Due to acute shortage of throw forward resources in the current projects and unprofitable nature of the line, it was stated that it was not feasible to implement this project. It is most regrettable as Bijnor-Meerut road is 80 km long while this line will reduce this distance to only 40 kms. In the matter of the construction of the route connecting two districts and subdivisions the focus has been centered profit and losses to be made therefrom. The Hon'ble Minister has not given a thought to the benefit that the people of this area and the country will

[Shri Munshi Ram]

accrue by the construction of this rail route. Therefore, through this debate on demand for grants, I demand that this rail route should be included in the next Railway Budget on priority basis so that the people of this area could remember him for long.

Through this House and in course of the meeting of the MPs convened by the General Manager of the Northern Zone I demanded and have since been demanding for improvement in the Moajampur Junction to Gajrola Branch line track on the Jammu-Tavi Howrah main line and for a diversion to be constructed to connect this line before Moajampur Junction and Gajrola Junction so that the people of the area can have the facility of express trains for going to Delhi and to western and southern directions of the country. I am sorry to say that the General Manager, Northern Railways vide his letter dated 24.05.07 has not found this bypass justifiable. I am people's representative of this area, hence, I firmly say that unnecessary traffic on Delhi Railway Station will be reduced to a great extent if my demands are accepted. At the same time, I would like to submit that my hometown falls at the Nagina Railway Station for which I have been demanding through this House and through many letters time and again I put forth my demand in course of the meeting with the General Manager, Northern Railway also that Amritsar-Saharsa Janseva (5209-5210) and Amritsar-Darbhanga Jannayak Express (5211-5212) be given a stoppage at Nagina Station. In this regard General Manager, Northern Railways has replied that the said train is a long distance train and other two trains are passenger trains which do not have three tier coaches and that the passengers of these trains are also very common people. However, under such conditions, if these trains are given a stoppage at this station during day time, the people of the area will be benefited to a great extent and, much time of the passengers of these trains would not be wasted.

Besides, there is a need to set up a computerized reservation counter at the Nagina railway station. With that, I again support the demands for Supplementary grant for the Railways.

[English]

*SHRI P.S. GADHAVI (Kutch): I may kindly be allowed to submit my written submission on the Appropriation

*The speech was laid on the Table.

(Railway) Bill 2007 and Supplementary Demand for Grant (Railway). Sir, while considering supplementary demand for grants I would like to submit that following demands remained unfulfilled since many years for which I request your kind consideration. I am narrating the demand in brief as under:

1. Considering vast development in commercial activities, export-import, it is very much necessary to have broad gauge linkages to minor ports of Gujarat, i.e. Hazira, Dahej, Bedi and Porbandar. Govt of Gujarat as well as people of Gujarat are continuously making this demand since long.
2. There is an urgent need for providing facility of Double Stack Container on Kandla-Bhatinda Railway line.
3. There is a long standing demand for construction of missing links between Patan and Bhiladi Broad gauge line which can join Mumbai & Ahmedabad to Rajasthan and Punjab on shorter route. There is also a long standing demand of gauge conversion between Bhiladi and Samdari section.
4. There is demand for upgradation to broad gauge for the following lines which may kindly be considered as immediately as possible:
 - (i) Ankleshwar—Rajpipla
 - (ii) Surendranagar—Dhangadhra
 - (iii) Ahmedabad—Mehsana—Taranga—Ambaji (Ahmedabad-Mehsana is broad gauge)
 - (iv) Bhavnagar—Mahuva
 - (v) Patan—Bhiladi
 - (vi) Bhavanagar—Dhora—Surendranagar
 - (vii) Dhasa—Jetalsar
 - (viii) Vankaner—Bhuj—Nalia
 - (ix) Narrow gauge raily lines under jurisdiction of Vadodara Rly Division.
5. There is also a demand for starting of following new railway lines which require active and favourable consideration:
 - (i) Vramgam—Sankheshwer

- (ii) Daman—Nasik
 - (iii) Nadiad—Tarapur—Khedā—Matar
 - (iv) Godhra—Dahod—Indore—Devas
 - (v) Tarapur—Mahemdavad
 - (vi) Ahmedabad—Khedbhra—Ambaji
 - (vii) Mahesana—Harij—Radhanpur
 - (viii) Vejalpur—Botad
 - (ix) Rajkot—Jaipur—Marwad
 - (x) Porbandar—Porbandar Port
6. Long standing demand of Gujarat to have Headquarters of Western Railway at Ahmedabad because of more than 80% railway operations of Western Rly is in Gujarat State.
 7. In Southern Gujarat, Hazira Port is a fast developing port for which there is long standing demand for new railway line between Surat and Hazira.
 8. There is also a need and demand for extension of Train No: 1453/54 i.e Nagpur-Ahmedabad-Nagpur 'Prema Express' to be extended upto Bhuj and frequency of the train be increased as also curtailment in the running time.
 9. It is our long standing demand for Inter-city Train between Bhuj-Vadodara via Gandhidham, Maliya, Halvad, Viramgam, Ahmedabad.
 10. Direct train from Bhuj to Patna as large number of labourers and business persons from Bihar and North India are settled in Kandla Port and Mundra Port Complex.
 11. One additional train between Bhuj and Mumbai, as normally every year Western Railway run about 175 extra trains on this route.
 12. As the goods traffic on Kandla and Mundra Port is increasing enormously, so planning for doubling of Railway Track between Ahmedabad and Gandhidham and electrification over this track requires to be made as immediately as possible so as to meet with the requirement of future demand.
 13. It is our long standing demand that Kutch district should have direct railway facilities viz:

- (i) Bhuj to Hyderabad
- (ii) Bhuj to Chennai
- (iii) Bhuj to Puri
- (iv) Bhuj to Howrah

Alternatively, extension of long distance trains coming to Ahmedabad be made as large number of people from my constituency in almost all parts of country and similarly people from various States are settled in my constituency.

Here, I would like to add that in Western Railway, Gandhidham Railway area is doing very good business and is the highest earning area. Earning of the Gandhidham Railway area is about Rs.5 Crores per day. Therefore, it should get its due share of attention and more & more facilities to boost the process of development further.

*SHRI RAYAPATI SAMBASIVA RAO (Guntur): Sir, at the outset, I would like to thank you for giving me an opportunity to participate in this debate. I would like to highlight the fact that Guntur Railway Division has been formed to meet the needs of the passengers of this area under South Central Railway and operationalized with effect from 01-04-2003 with an assurance and objective of diverting extending some of the trains bound towards New Delhi and Chennai on Chennai - New Delhi trunk route via Guntur.

One of the main important needs and dreams of Railway users of this area is a day-time train preferably in the morning time towards Chennai and Tirupati to meet the needs of the people of this area. Especially Agricultural and Engineering College students, Advocates, Doctors, Lecturers, Teachers, Employees, Businessmen, Professors and people of different walks of life of about 700 numbers go to Tenali or Vijayawada to board the Pinakini Express in the early hours due to which they have been put to great inconvenience. This plight of the people in the area has been brought to the notice of COM/SCR and GM/SCR a number of times but the efforts resulted only in vain.

The assurances given remain unfilled due to the reasons well known to the authorities. I would request the hon. Minister to look into this matter concerning a

*The speech was laid on the Table.

[Shri Rayapati Sambasiva Rao]

large number of people with right earnest and ensure that a day-time train preferably in the morning time towards Chennai and Tirupati is introduced to meet the needs of the people of this area.

I would also like to bring to the kind notice of the hon. Minister that a new station called "New Guntur Station" has been developed and commissioned during the year 2004 itself. However, not a single day time train bound towards Chennai and Tirupati is diverted via New Guntur Station to meet the needs of the people of this area. For diversion of Pinakini Train No.2711/2712 only 20 minutes of journey can be adjusted in the cushion time itself. I would request the hon. Minister day time trains bound towards Chennai and Tirupati are diverted via New Guntur Station to benefit the locals.

I would also like to state here that except the two trains i.e Train No.s.6031/6032 - Jammuthavi and Train Nos.6093/6094 -Lucknow which were announced on the occasion of opening the station, no other train is provided to New Guntur Station so far. The present set of trains i.e Train Nos.6031/6032 and Train No.6093/6094 are least important trains and very less significant and not at all convenient for the passengers from Guntur to New Delhi or Chennai or Lucknow. The Jammu Tawi - Train No.6031/6032 is taking 32 hours of journey while Tamil Nadu Express 2621/2622 or Kerala Express 2635/2626 is taking 24 hours of time to cover the journey for the equal distance to go to Delhi. I would request that the prestigious trains like Tamilnadu Express - 2621/2622 or Kerala Express-2625/2626 are to be diverted via New Guntur with immediate effect.

You might be well aware that on number of occasions, where all trains that run via Khazipet - Vijayawada sections are diverted via Nalgonda - Nadikudi -Guntur due to damages occurred to the Railways line consequent upon heavy rains and natural calamities. As such this route i.e Pagidipalli - Nallapadu section is an essential one. When a diversion via Pagidipalli-Nallapadu is required, there will be a problem of Diesel locomotives and other trains are to be stopped for providing locomotives to divert the trains. To come out of this difficulty and heavy traffic in the Secunderabad - Guntur section, I would suggest that doubling and electrification of Pagidipalli-Nallapadu sections should be undertaken.

The South Central Railway is getting its income mainly on goods traffic which is from this route only.

There is no doubt that with this completion of the doubling and electrification in this section, revenues will definitely increase.

I would request the hon. Minister you to kindly intervene in the matter and issue immediate orders for diversion of the following trains:

Diversion of Vijayawada-Chennai-Vijayawada Train No.2711/2712- Pinakini Express via New Guntur Station.

Diversion of Tamilnadu Express - 2621/2622 via New Guntur Station. Diversion of Kerala Express - 2625/2626 via New Guntur Station.

Extension of Tirupati-Chirala No. 439 Passenger train up to Guntur & vice-versa.

Doubling and Electrification to Pagidipalli - Nalgonda-Nallapadu. With these words, I complete my speech with the hope that the people of my parliamentary constituency would get justice by way of fulfillment of their genuine demands, which have been pending for quite a long time.

*SHRI HARIKEWAL PRASAD (Salempur): Sir, in the ongoing discussion on Demands for Grants pertaining to the Ministry of Railways most of the hon'ble members are appreciating the works done by the hon'ble Minister of Railways. I would like to draw the attention of the hon'ble Minister of Railways towards a matter of interest for the railways and the public. Food items have become dearer and the same are not even worth consuming since the new policy for assigning the catering services to the private sector has been formulated. So I request you to implement the earlier policy in regard to catering.

Besides, the railway line from Lucknow to Chhapra be doubled. A survey should be conducted for a railway line from Barham to Fajabad via Doharighat, Ramjanaki Marg and then this line should be constructed. Beautification of the Bhatpar rail line should be done. Primary Health Centre should be run in the Health Centre Building already built at Bhatani Junction. It has been shifted to Deoria. A Number of railway employees are wandering at Bhatani Junction for want of medicines. The facility of computerized reservation should be provided at Bhatani Junction. Here a stoppage for Godan Express train has been provided but there is no facility for purchasing tickets. This arrangement may please be

*The speech was laid on the Table.

made. I congratulate the hon'ble Minister of Railways for meeting the demands of the people by announcing on the 2nd July that an Intercity train from Chhapra to Gorakhpur will be run in public interest. On 25th June, I had met the hon'ble Minister of Railways in his office and had submitted a memorandum to him seeking to provide stoppage for the Durga Express train at Bilthara Road and Bilaspur stations. The stoppage for the Garib Rath should also be provided at Deoria Sadar. The stoppage for Intercity should be provided at Kirihirapur and Noonkhar. The stoppage for the krishak train should be provided at Noonkhar as before. A stoppage for the Lichhvi train should be provided at Lar Road. Hon'ble Minister of Railways has ordered for the same but the order has not been complied with till now. I again reminded the hon'ble Minister of Railways for the same. I demand that the aforesaid stoppages must be provided in public interest.

There is no retiring room at Salempur and Wilthara Road stations and hence the same may please be constructed. It has been a long pending demand that an overbridge at Salempur-Davirari railway gate be constructed. As per the passenger census, the number of passengers over there has reached one lakh forty five thousand. When the railway gate remains closed, miles long queue of trucks, trolleys, jeeps and buses etc. can be seen. I request the hon'ble Minister to get the overbridge constructed on priority basis. While supporting the Demands for Grants for the Railways, I request the hon'ble Minister to arrange to fulfil all my demands.

*SHRI RAVI PRAKASH VERMA (Kheri): Sir, I beg to submit a few important points while discussing the Supplementary Demands for Grants 2007-2008 for the railways.

Hon'ble Minister of Railways has submitted a demand for Rs. 270,00.50 lakhs before the Parliament and has sought approval for the same. For the last few years, the hon'ble Minister has been presenting profit earning railways budget and has been working towards creating the basic structure for the economic development of India. I would like to apprise the hon'ble Minister of the fact that the development potential at the Indo-Nepal border area could not be exploited only because this area is connected by metre-gauge railway line and is cut off from the mainstream of economic development. The Hon'ble Minister of Railways had mentioned in his budget speech

that freight corridor will be constructed in Lucknow Lakhimpur, Pilibhit rail section so that transportation of goods could become easier. My parliamentary constituency, Kheri overwhelmingly welcomed the said announcement as the people have now started to have new aspirations. This announcement of the hon'ble Minister is an announcement that would bring a sea-change in the entire area. So, my request is that it should be translated into action at an early date.

The Sharada river which flows through my parliamentary Constituency gets flooded every year and as a result the river banks are getting eroded and it has posed a serious threat for the railway bridge and railway tracks falling between the Mira and Paliya stations on the Mailani-Gouda line of the N.E.R. For the last several years, barricades constructions are started when flood comes and the same is stopped when the rainy season is over. This work has been going on for several years but no fruitful result has been seen. On a number of times, I have requested the officers concerned that a scheme should be formulated to change the stream of river in consultation with the senior officers of the Department of Irrigation of the State Government, but no action has been taken in this regard so far. I have been informed that this year 1 to 18 barricades built up near Pipariya Bhoud village have been washed away due to the breach in the river during the rainy days and danger is still there for the railway lines and the railway bridge. I would request the hon'ble Minister to issue clear-cut instructions to the concerned authorities in regard to the above so that the safety of the railway lines and the railway bridge could be ensured.

Bareilly-Pilibhit-Lucknow meter gauge line of the NER crosses the State Highway 26 (SH-26) at many places where level crossings have been built. There is a heavy rush of traffic on this highway. So there is a need to construct railway overbridges at railway crossing no. 155-A, Bhallia; crossing no. 138-B, Phardham; crossing no. 118-A, Rajapur. Many a time, I have written to the hon'ble Minister in this regard. It is required to be constructed at an early date. Railway line emanates in two directions even from the headquarters of my parliamentary constituency, Lakhimpur. With the construction of a railway overbridge at the Belraya-Panwari State Highways passing through the town the Problems of the people of this town will come to an end because at present the people of this town have to face a lot of difficulties owing to the crossing being closed down for hours together.

*The speech was laid on the Table.

[Shri Ravi Prakash Verma]

A constant request is being made to construct de-novo the crossing no. 122 C situated in this very section because outside the Lakhimpur city, there are two roads which cross each other at this very point and it is due to this that the aforesaid crossing has become the cause of all troubles. You are, therefore, requested that this crossing may kindly be repaired at the earliest.

Cases of theft and serving toxic eatables are often noticed in this section of the NER and the GRP is not being viewed with proper respect by the public. Surveillance is required to be beefed up especially at Mailani-Gonda section which touches the bordering areas. Computerized reservation facilities have not so far been started at Mailani Junction and Palia railway station of my parliamentary constituency. These two stations are major traffic centres and are situated in remote areas. The residents of these areas have to face a lot of difficulties.

I hope that the hon'ble Minister will pay attention towards the aforesaid issues and issue appropriate instructions to the officers concerned.

[English]

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN (Ramanathapuram): Thank you, Mr. Chairman, Sir. I take this opportunity to express my limitless gratitude to our most respected leader and DMK Party supremo Dr. Kalaignar M. Karunanidhi and our beloved youth-wing thalapathi Thiru M. K. Stalin for having sent me in this august House, which has given me the chance to participate in such fruitful discussions. In turn, the people of my constituency, namely, Ramanathapuram got the BG conversion.

The Ramanathapuram-Madurai BG conversion work was beautifully and successfully carried out. The inaugural function was attended at our place by the most hon. Chairperson of the UPA, Shrimati Sonia Gandhi; our most beloved Chief Minister of Tamil Nadu, Dr. Kalaignar M. Karunanidhi; the darling of poor people the hon. Railway Minister, Shri Lalu; the Minister of State for Railways, Shri Velu and other VIPs, and they dedicated the famous BG not only to the people of Ramanathapuram, but to the entire nation.

I do not want to take much time of this august House, but nothing could stop me from mentioning that

Rameshwaram stands as a symbol of national integration. It is a heritage town, and it is the most famous pilgrimage centre also. People usually come to visit this place daily from all over India, and also from many parts of the world. Hence, we need good budget hotels and good Yatri Niwas to accommodate the tourists visiting this place. This will also help in giving a boost to the economy in the southern part of Tamil Nadu.

The next point that I wish to mention here is this. The fishermen community in my area is suffering to a great extent. They need cold storage facilities in Railways. Our hon. Minister has already promised it, and I want to again give emphasis to this point.

I believe that more attention should be given to Manamadurai-Virudh Nagar BG conversion work as all the business people are living in this area.

Hence, the BG conversion work in this area is most essential. Therefore, I would request our able Railway Ministry to concentrate on this point too.

Rameshwaram, Kanyakumari and Tiruchendur are all pilgrimage centres. It has come to my knowledge that the East Coast Rail is being formed. Therefore, one BG conversion work should be brought speedily parallel to the East Coast Rail. This will help the people of the entire southern region.

I would also like to highlight the point that the time for booking of tickets at the Kanyakumari station is only up to 2 p.m. It is a big town, and the people over there want to extend the booking time of the tickets up to 6 p.m.

A metro rail network is also needed in Madurai city connecting the airport. This would allow the people to use it, and the city would become a beautiful one.

Sir, as you know, Rameswaram is a big place. My request is that a new train on the broad gauge should be introduced to run between Rameswaram and Varanasi, which is a pilgrim centre. Our Railway Ministry has undertaken a mobility revolution, and by starting a new train from Rameswaram to Varanasi, they would be connecting the entire nation.

Before 1964, there was a railway line between Pamban and Dhanuskodi. It was destroyed by nature,

and we need a new railway line between Pamban and Dhanuskodi as it will definitely help in developing tourism in that area.

Doubling of Chennai-Nagarcoil line is the most important point that I want to insist, besides the electrification of Chennai-Madurai line.

Now, work on the Setusamundram Project is being carried out very speedily. I wish to insist that a broad gauge line is needed here to connect it with the East Coast Road.

Sir, in the recent past, people in Chennai agitated over the issue of trains not coming on time. We heard that the delay was due to the negligence of railway officers. The Railway Ministry can add another feather to its cap by giving strict instructions to the railway officers in this regard. There was a big agitation in that area on this issue.

Coming to the creation of the Salem Division, the other day, the Railway Minister has rightly pointed out that on the basis of some criteria, for administrative purposes, they have formed this new railway division. My request to our neighbours is that they should extend their cooperation in this regard as 'democracy is of the people, for the people and by the people'. It is for the convenience of the people that this new Salem Division has been created, which was a long pending demand of the people.

I want to point out in this august House that the estimate of the cost of project and other things are already over, and already crores of rupees have been spent to form the Salem Division. Therefore, without any hesitation and in a friendly nature, our neighbours should cooperate with us. On that day, they compared the issue with the relationship of a mother and child. When the child grows well, the affectionate mother will definitely feel happy. The Salem Division is like a child, and that child should grow well. I invite our neighbours and friends to the function with a request that they should help us on this issue. The Railway Ministry should be very firm in forming this Salem Division, which is for the convenience of the people.

Lastly, I want to thank the Railway Ministry and the UFA Government for the broad gauge conversion work on Rameswaram-Madurai line.

[*Translation*]

*SHRI PARAS NATH YADAV (Jaunpur): Sir, the following demands of my constituency may be included in the proceedings for consideration during the discussion on Supplementary Demands for Grants (Railways) 2007-08.

Jaunpur district of Uttar Pradesh is a backward district. Around 2/3rd of its population commute to Mumbai, Kolkata and other metro cities to earn their livelihood. The people of Jaunpur are facing a lot of difficulties in the absence of any direct train from Jaunpur to Mumbai. For the last two decades, people have been demanding the introduction of a new train from Jaunpur-Allahabad to Mumbai.

- (1) A fast train should be run from Jaunpur to Mumbai via Allahabad.
- (2) Jaafrabad railway station should be developed and converted into a railway yard.
- (3) Doubling of railway line from Lucknow to Varanasi via Jaunpur should be expedited in public interest.
- (4) The railway line from Lucknow to Varanasi via Jaunpur should be electrified.
- (5) Jaunpur city station should be extended and stoppage of all fast trains be provided there.
- (6) The railway line from Jaunpur to Allahabad via Jaghai should be strengthened without delay.
- (7) A new halt station should be provided at Katwar on Jaunpur-Allahabad via Jaghai railway line.
- (8) Madiyahun railway station, on Jaunpur to Allahabad via Jaghai railway line, should be extended.
- (9) Stoppage of trains should be ensured at Khetasara railway station.
- (10) The passenger train running from Allahabad to Jaunpur should be extended upto Shahganj.
- (11) An over bridge should be constructed at Jagdishpur crossing on National Highway leading to Varanasi from Lucknow between Jaunpur city station and Zaffrabad railway station.
- (12) A first class rest house should be constructed at Jaunpur city station for the passengers.

*The speech was laid on the Table.

*SHRI SURESH WAGHMARE (Wardha): Sir, I welcome the Supplementary Demands for Grants considering the improvement and development made by the Department of Railways. The number of Express trains has been increased by the Department of Railways, which is an important department of the country, however, the facilities for the common man have been reduced. There is a need to increase the number of bogies of general compartment in express trains for the convenience of the common man. The number of incidents of death by falling off from the moving train is on the rise in my constituency. The main reason behind this is lack of bogies. This has become a problem for pass holders also. All people from ticket collector to common man have to face a lot of difficulties due to this.

The construction work on Badnera-Narkhed railway line is going on at a slow pace. I would like to know as to whether it is due to lack of funds or due to the lackadaisical attitude of the railway administration. Similarly a new railway station called Kolvihir station was constructed on the same line. Infact this region falls under Ridhpur. Therefore my demand is that the name of the station be changed to Shri Shetra Ridhpur.

In this era of development, it is not possible to construct over bridges at all places, however, it is necessary to give permission for construction of under bridges for smaller vehicles considering the heavy rush of traffic. However, the officials have stopped the construction work of under bridges by pointing out some technical reason and are creating hurdles. In spite of sending repeated letters, the said issue still remains unresolved. Therefore, I request that the under bridges should be constructed for smaller vehicles to ensure smooth flow of traffic.

Sewagram railway station is an important station. All the trains going to Mumbai or towards South pass through this station. The people from all over the world visit Sewagram and Pavnaar, which remained the centre of activity of respected Mahatma Gandhi and Vinobha Bhave. It's an important station of the country. I would like to request the hon'ble Minister that budgetary provisions should be made for the beautification of Sewagram railway station.

Further, I request that in this surplus budget of Rs. 20153 crore priority should be given to service, cleanliness and health.

SHRI SHAILENDRA KUMAR (Chail): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for Grants of the Railways. The hon'ble members have elaborately put forth the problems of their constituencies with regard to the Railways. The management of Indian Railways is carried out through 16 zones and 66 divisions. There is 63332 kms of railway stretch and more than 17395 trains are running in the country. After becoming Railway Minister, Shri Lalu Prasadji increased the speed of 178 trains, increased the frequency of 15 trains for the facility of the passengers and particularly, considering the problem of north-eastern region made a provision of Rs. 10,000 crore to carry out that project, which is certainly commendable.

It is often seen that accidents occur in trains, particularly considering the recent incident of terrorism in Mumbai, it is necessary to give emphasis on security and protection of Railways. Mr. Chairman, Sir, it is a general observation that the railway commuters are under constant fear of violent plundering, snatching and poisoning on trains. Railways spend crores of rupees towards amenities for passengers. However, cleanliness is discernable only on platform No. 1 containing VIP gate in the railway premises, whereas other platform lie dirty. Unauthorized vendors are always seen selling their wares. The Department of Railways should maintain cleanliness there also and the waiting rooms should have clean toilets and bathrooms. The illegal business of sale of fake tickets in connivance with the railway employees should be immediately stopped. Since I have seen this on T.V. therefore, my request is that a survey should be conducted by sending a vigilance team.

Mr. Chairman, Sir, all trains coming to Delhi from Lucknow, Allahabad and Mughalsarai reach Ghaziabad in time. However, they take one to one-and-a-half hours from Ghaziabad to Delhi, as platforms are generally busy whereas this time should not exceed half-an-hour. The catering system is not upto the mark in trains. Even in Shatabdi Express sub-standard food is served. I have myself checked in the Rajdhani Express and found that there were small stones and insects in the rice, which is served in the trains. I request the hon'ble Minister of Railways to take steps to improve the catering system in railways. Though the hon'ble Minister of Railways

*The speech was laid on the Table.

compares the facility given by Railway with that of an aeroplane, but catering system is not good even in the Pantry car. The hon'ble Minister of Railways should pay attention towards this.

In view of the increasing traffic of the passengers the Sampark Kranti Express should be plied everyday instead of three days. The Ministry of Railways has given incorrect report. We are public representatives. We know it because we travel from the station and face it. Similarly, earlier AC-I and AC-II coaches were attached to the Gomati Express which have now been removed. We keep on travelling to the State's capital, Lucknow so both the bogies should be reattached. There is a need to speed up the work on the Bhind-Etawah and Etawah-Mainpuri railway line, so funds should be provided for it. Measures should be taken for maintaining cleanliness at major railway stations such as Aligarh, Etawah, Kanpur, Fatehpur, Bharwari and Allahabad falling between New Delhi and Allahabad. Hon. Minister of Railways had announced that 19 model stations would be made world class railway stations. It is requested that these stations should be included since Allahabad is a holy city, a confluence of three rivers where Ardh Kumbh and Mahakumbh Melas are organised. This is very important ...(*Interruptions*).

MR. CHAIRMAN: Please sit down. You can lay the remaining part of your speech.

SHRI SHAILENDRA KUMAR: *ROB should be constructed for civil line from Allahabad city station.

The charges of porters should be fixed since quite often dispute among porters and passengers arises over luggage and charges taken by the porters. A pantry car should be provided in the Ganga Gomati train. Proper arrangements for water and electricity should be made at Allahabad, Koshambi and Fatehpur stations*.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, I express my gratitude to you for allowing me to speak and I hope that I would not be interrupted during the course of it.

MR. CHAIRMAN: I am helpless because I have a long list.

SHRI RAM KRIPAL YADAV: But you should appreciate my sentiments.

MR. CHAIRMAN: That I will try, however, please be brief.

SHRI RAM KRIPAL YADAV: I hope that you would be kind enough.

MR. CHAIRMAN: I hope you would be brief understanding my compulsion.

SHRI RAM KRIPAL YADAV: Sir, I will try, my level best to speak within the limit prescribed by you. I hope you would take care of the extra time, if I speak a bit more.

Mr. Chairman, you have been kind enough to allow me to speak on this supplementary railway budget. At the outset, I would like to express my gratitude to the hon. Minister of Railways. The hon. Minister of Railways has performed very well in the recent years utilizing his full potential and that of his railway department. He has made historical achievements with the cooperation of each and every officer and staff. The entire world was apprehensive of the early demise of the Railways, since the erstwhile Government had resolved to do so. However, exercising his abilities and efforts he proved it wrong and hence called upon each and every employee to be a part of that endeavour. So, he made a historical achievement and his department earned a revenue of Rs.20 thousand crore. It is a record achievement and a history in itself. The development of the country is a natural corollary of the development of railways, road and electricity without the development of the latter the country's growth is not possible. So, the hon. Minister of Railways has made an important contribution in the country's development by way of developing the Railways. Since this department is directly associated with the common man. ...(*Interruptions*)

SHRI KHARABELA SWAIN (Balasore): Ram Kripalji have you seen the CAG report? ...(*Interruptions*).

MR. CHAIRMAN: Please listen to him.

SHRI RAM KRIPAL YADAV: I hope that Swain ji would cooperate as ever and today he would be more particular. He may raise his points on his turn(*Interruptions*)

If the wheel of the Railways stops it would arrest the growth of the country's economy. The contribution of the hon. Minister of Railways has been significant and

[Shri Ram Kripal Yadav]

historical. His name would be written in golden letters. All the Members of either sides have acknowledged it. The Opposition Members are loud in their criticism and yet seek the hon. Minister's favour for getting the work done. There is not a single day when opposition Members from the BJP fail to seek his favour for getting their work done. ...*(interruptions)*

SHRIMATI KARUNA SHUKLA (Janjgir): Hon. Mr. Chairman, Sir, this is objectionable. The hon. Minister of Railways belongs to the entire country. ...*(Interruptions)*. It is our right to get work done from him. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV: I agree with her. I have already stated that he has marched ahead with everyone's cooperation and solicits it again. We need your cooperation to make the Indian Railways number one in the world. I hope that we would continue to get the cooperation we have got so far. ...*(Interruptions)*. The development of every region has been witnessed by one all, however, Bihar which was neglected for a long time continues to be in the same State of deprivation in many sectors even after 60-61 years of independence. Justice has been done by him and the UPA Government, hon. Prime Minister Manmohan Singh and our leader hon. Lalu Prasad ji whom I would not fail to thank and due to their endeavours works have been performed in certain areas of Bihar. Yet a lot needs to be done. I would at the outset like to mention the plying of a goods train on a separate line with a new concept which was ever required. It has been acknowledged by everyone. The provision for a third line from Kolkata to Ludhiana meant for only goods train is also a historical achievement. The congestion in railway traffic delayed the movement of goods train by 2-3 weeks. Now with a separate line the people would be facilitated and the ensuing competition in the transport would also minimise the freight charges thereby making the transportation of goods by common man and traders convenient and inexpensive.

Everyone is aware of the dedicated freight corridor which has been referred to several times and for which I would extend my special thanks. There are several areas across the country where there is heavy traffic congestion. This difficulty is being faced even in local trains. There is a need to provide for a third line in several parts of the country so that passengers could be facilitated. Express trains ply from several areas however, there are many people who are daily commuting by local trains

including small and poor traders, office goers who face several problems in commuting due to rail traffic congestion. Such problems are in various parts of the country, for example in Agra and there are so many areas where the third line is required to be laid. I would like to draw the attention of the hon'ble Minister towards Bihar. In our area the railway line from Mokama to Mughalsarai is very important on which both the local and the express trains run. But the problem being created over there as a result of a number of trains on that route is that a huge traffic congestion has cropped up. So, I think, this congestion and the problem to be faced by the passengers cannot be removed until a separate third line is laid there. Even the local trains do not run in time over there. Sometimes, they are late by four-five hours due to which passengers have to face a lot of difficulties. I, therefore, would urge upon the hon. Minister that the laying of the third line from Mughalsarai to Mokama must be ensured so as the people of this route could get relief from the problems which they are facing.

Sir, frequent discussions are being held on the northern region of Bihar. This entire region gets submerged by flood. In devastating flood roads, bridges, culverts, railway lines and all such things suffer heavy losses and the flood victims on a large scale get compelled to take shelter on road or railways lines. Even this time heavy losses have been recorded there. Hon'ble Minister had also visited over there. This time loss the tune crores of rupees have been recorded over there. Vast stretches of the Railway line over there have been washed away. The hon'ble Minister has announced and even discussed on many times envisaging to provide facility over there. Passenger traffic has come to a halt as a result of the cancellation of all the trains. I, therefore, would like to say that the height of the railway lines should be raised and the bridges and culverts should also be elevated which are associated with the railway lines. I think it will be a great job for the sake of passengers' facility and will facilitate as the shelters for the flood affected people as well. A separate platform should also be provided over there so that the poor flood affected people having no shelters could take shelter from the flood. The Government have got a scheme and have the funds. They could get it done. That is why I am drawing his attention towards it.

Sir, I would like to extend my thanks to the hon'ble Minister of Railways for fulfilling a long-standing demand. However, the work is yet to be started over there. The

funds for it has not been released so far. There is an important scheme for Bihta to Aurangabad. It will cover the areas of five parliamentary constituencies—Lakhs of people are suffering from it. He had announced that a new railway line would be laid there, but no funds has been provided so far. I have information that a file in this respect was sent to the cabinet and it has now been approved. When he gives his reply to it, he may tell us in this regard. Similarly, he has got schemes approved for new railway lines for Bariyarpur, Kharagpur and also for various areas like Laxmipur, Barhat, Mananpur, Sultanganj, Tarapur, Sangrampur etc. but no work has been started so far. The people of this entire area had been suffering on account of no railway lines, now they are giving a lot of thanks to him for this. I hope that he will get the work on this line started very soon.

Sir, Gaya has an historical importance. People from all over the country visit there for offering 'Pinddan' and 'Tarpan' to their ancestors. The work of doubling the Patna-Gaya railway line is going on, but it is progressing at a very slow pace. The work of electrification is also going on at very slow pace. I would, therefore, request to expedite the work of doubling the Patna-Gaya railway line. Keeping in view the importance of Bodhgaya, I hope that he would get the work of doubling and electrification expedited so that the people could feel relief from the problems being faced by them.

Sir, there was a railway crossing at Deedarganj. No overbridge was there, now it has been constructed. This locality is densely populated having a population of about 50 thousand. They have no means of transport. They have to move with their vegetables, fruits and cattle. It lies in the Patna city. A large number of labourers come to and go from there. Now they are forced to walk two kilometers to cross the railway line. So, my request is that an overbridge should be constructed over there so that the people could have the facility of easy movement. He has done a very good job by getting an overbridge constructed at 'Ganga Ghat' in Didarganj.

Sir, I would like to bring to his notice that the railway line near Samur in Jahanabad road has got damaged. I hope you will get it repaired very soon. ...(*Interruptions*)

MR. CHAIRMAN: This is enough. Now, you may conclude. The rest of it may please be laid on the Table.

SHRI RAM KRIPAL YADAV: Sir, the hon'ble Minister has decided to get the Patna -Pehleja bridge and Munger

bridge constructed as a national level project on which Shri Prabhunath Singh ji was also speaking. This is a very important project. If it is completed, it will be a great work for the people of Bihar. Patna-Pehleja bridge will be constructed as a national level project. It was very essential. I would urge upon the hon. Minister to expedite the work of Patna-Pehleja bridge and get it completed within the scheduled time-frame; as it is in progress at a very slow pace.

He has got an overbridge constructed in Patna. By doing so he has done a very good job. I extend my thanks to him for it. There is one 'Gandhi' bridge in Patna which is in a dilapidated condition and may collapse any time. The bridge construction carried out over there is really a welcome move. With the construction of this bridge, North and Central Bihar will be connected.

Sir, he had said that Patna Sahib station would be converted into a Model station. Patna Sahib is a historical place. Every year, the birth anniversary of Guru Govind Singh ji is celebrated there. This work has not been started so far. He may please get this work started at the earliest. This is a matter of prestige for Sikhs. They have contributed for the country. By way of this, Guru Govind Singh ji will be honoured. He has announced that it would be converted into a model station. For this, I extend thanks to him, on behalf of the people of Bihar and also of the country, but this work may please be started at the earliest.

MR. CHAIRMAN: You may please give it in writing. A lot of discussions have already been held.

SHRI RAM KRIPAL YADAV: Sir, I am just concluding. He had said that power production for railways will be done by setting up a unit at Navi Nagar in collaboration with the NTPC, but this work has not been started so far. It had been said that some works for railways would be started in the Dalmiya industrial city, but, this work has also not been started. My request is that the work may be started at both the places.

Sir, the condition of the Bharat Wagon factory at Mokama and of the Muzaffarpur Wagon factory is poor. They are on the verge of closure. They are not running on their own. The entire work carried out in both of these factories is related to railway wagons manufacturing. So, I urge upon the Government to take them over so that they could survive. You had announced also for

[Shri Ram Kripal Yadav]

Jamalpur Jhajha in the previous budget, but even there the work has not been started. My request is that the work may please be started soon over there also.

17.00 hrs.

I would like to extend thanks to the hon'ble Minister of Railways for introducing Garib Rath from Patna to Kolkata. I would also like to give thanks to the hon'ble Minister for providing cushion for the common people travelling in the unreserved bogies. They will not understand it. The work of land acquisition for railways is required to be carried out in Garhara. ...*(Interruptions)*

MR. CHAIRMAN: Please lay your speech. Now, rest of his speech will not go on record.

SHRI RAM KRIPAL YADAV: I am laying rest of my speech. I would like to thank you for giving me time to speak. I would like to say that hon'ble Minister of Railways should move ahead, the country needs his services and he should come forward to work for the development of the country. If he moves while taking along everybody, the history already created would further improve and his dream of making Indian Railway number one in the world would definitely materialize.

*There is an old small bridge constructed during the British regime near railway line on Jahanabad-Arwal crossing, which has been in a dilapidated state, where travellers from Jahanabad to Arwal are often killed in accidents. Therefore, an over bridge in its place is urgently required. I have been making this demand for the last three years. I request that this demand should be fulfilled.

The beautification of stations and platforms of Punpun, Taregana, Jahanabad, Makhdumpur on Patna-Gaya railway division should be carried out and public conveniences should be made available at all the stations.

A new railway line from Gaya to Tori via Chatra should be laid*.

*SHRI HANSRAJ G. AHIR (Chandrapur): Sir, while supporting the Supplementary Demands for Grants-(Railways)-2007-2008, I understand that the Railway plays an important part in the development and betterment of the people in the country. The Ministry which has

responsibility of nationality by connecting remote areas of the country and providing peace and justice to the development may not have increased fares during last three years, but I consider it a populist measure. The Railways could have undertaken a lot of new projects and could have provided better rail facilities to the people living in remote areas of the country if they had earned more revenue by way of increasing passenger fares. But the Ministry of Railways under the UPA Government have lost the opportunity. Their approach is not far-sighted and the poor, rural tribals who are deprived of rail connectivity will remain deprived of this facility for more time. As per the policy of the Ministry of Railways of providing rail connectivity to the hilly and backwards areas which are not having any industry, I request the Government to provide Rs. 100 crore 49 kilometer long new railway line in my constituency in Wadsa-Armori-Gadchiroli section for which survey has already been completed. This will definitely go a long way to provide rail facilities in the tribal dominated areas of Gadchiroli district. The State Government should not be asked to make contribution for this railway project. I have received a letter from the State Government expressing its incapacity in making contribution to this project. I further request the hon'ble Minister to give approval and allocate funds for survey work to lay a railway line ahead of Surjagarh Aheri to Bakkarshah or Wadsa as these areas have rich iron ore and limestone deposits.

I would like to tell the hon'ble Minister of Railways that there are five big cement factories in my Parliamentary constituencies. Cement is manufactured on large scale over here. The Ministry of Railways should set up a factory for manufacturing railway concrete sleepers at this place in Chandrapur* Cement is essential component for this purpose, it is available there and consequently transportation expenses would be less.

Chandrapur is an industrial city located on last corner of Maharashtra-Andhra Pradesh border. I demand from the Government to introduce a new train from Chandrapur to Mumbai via Kazipet or Bakkarshah station.

Sir, I request to the hon'ble Minister to extend Bhagya Nagri train which starts from Hyderabad and at present terminate at Kagan Nagar to Bakkarshah or Chandrapur and to extend the train from Gondia to Chandrapur to Bakkarshah. This demand should be considered. Proposal for third railway line from Bakkarshah to Nagpur should be executed. In view of rising number of passenger and

*..... This part of the speech was laid on the Table.

*The speech was laid on the Table.

goods trains, I propose a third line and another line from Chandrapur to Gondia. The hon'ble Minister should accord sanction for budgetary allocations for this. I demand that Bhandak, Warora, Mazri, Chandrapur, Muz stations of my parliamentary constituency should be upgraded and modernised and PRC should be provided at all places.

Train service between Bakkarshah and Ghugusu should be revived. Only goods trains runs between Bakkarshah and Gadchandur, a passenger train should also be introduced on this route.

There is goods shed at Chandrapur station, it should be shifted to Tadavi station and goods sheds at Chichpalli, Muz and Tadaki station should be constructed.

The demand for railway overbridge on rail route towards Babupeth Chandrapur Basti is being raised. That demand should be fulfilled. The Municipal Corporation is unable to pay one part of its contribution. The Railway should make provisions for this overbridge.

Sir, the hon'ble Minister should give sympathetic consideration to all these demands. All these proposals should be sanctioned. With these words, I conclude.

DR. LAXMINARAYAN PANDEY (Mandsaur): Mr. Chairman, Sir, we are discussing Supplementary Demands for Grants (Railways). It is true that functioning of railways has improved a lot during the past few years, however, there is still a vast scope for improvement. We should not view railways from commercial angle, it has its social obligations too. It is necessary to consider this subject from social point of view. It's true that efforts have been made in this direction. It was an ambitious scheme though its pace is very slow. This scheme was launched long back for implementing the uni-gauge system throughout the country. We have made a little progress in this direction but it is not upto the mark. Due to this, after gauge conversion if gauge conversion work is not undertaken in the other adjacent areas, they would not be able to get its benefit. I would like to cite an example. Initially there was metre gauge line from Akola to Sarai Rohilla, now in some of its divisions like Ratlam to Neemach or upto Chittore and Chittore to Ajmer and beyond it upto Delhi the gauge conversion work has been completed but earlier the travellers from South India used to take metre gauge line upto Ajmer and then they used to reach Delhi. Even now it is necessary for the people

of south India to travel from Akola and change the train in Ratlam. For past some time, I have been demanding that attention be paid towards the route from Ratlam to Akola especially in regard to trains which run via Indore. It will benefit Indore. Madhya Pradesh would also get its benefit as it has immense industrial potential. The Railways have made an announcement for preparing a project for the railway section from Ratlam to Akola involving expenditure of thousands of crores of rupees. If this project is completed, it will connect Southern India to Northern India. We can also fulfil our objective of uni-gauge in the country. Hon'ble Minister is present here and I am of the opinion that he is also aware of the likely benefits after the completion of the said project in this division. Presently, there is broadgauge line from Bhopal to Indore but if one is to travel from Indore to Ratlam it is to be done on the metre gauge line and one has to switch from broad-gauge to metre gauge. I would like to draw your attention towards it in view of the urgent necessity of the project. Though there is alternative line via Ujjain but it takes more time. Recently gauge conversion in my constituency has been completed for which I would certainly like to thank the hon'ble Minister of Railways and Minister of State in the Ministry of Railways Shri Rathwaji. However, the local people are not getting its benefit. That is why I had given some suggestion. Now the gauge conversion work has been completed but work on platform no. 7 at Ratlam Railway station is incomplete and is expected to be completed in December. As a consequence thereof, the trains coming to Ratlam from Ajmer, have to remain stationed at the signals just because there is no facility of platforms. The trains remain stationed there from half-an-hour to one hour. From this point of view, people are deprived of entire benefit even today. Due to this, they are facing difficulty as sometimes they have to leave connecting trains through which they can continue their onward journey. I am drawing your attention towards this also though I had drawn attention earlier also. However, I am reminding you once again. As far as the Question of introducing new trains and extending passenger facilities is concerned, new trains have been introduced and passenger amenities have also been extended but the manner in which people should have been benefited, they are not getting that benefit due to some shortcomings.

I would like to draw your attention towards one more point. Last time when we were discussing railway budget at that time survey for railway line from Ujjain to Ramgani

[Dr. Laxminarayan Pandey]

Mandi had already been conducted and the work was about to start. This line will connect Madhya Pradesh and Rajasthan and many such regions, which are backward. However, as I have said, its pace is very slow. Similarly, Shri Rathwaji knows that you are extending Indore-Dahod railway line, which will link Madhya Pradesh and Gujarat, upto Srinagar, Baramulla and Udhampur. It is a matter of great happiness. The Central Government is also providing assistance. This is not a recent demand but people have been making this demand for the last 45-50 years. However, the Railways have not fulfilled this demand for Indore-Dahod railway line even till today. On the one hand you are saying that work is going on at a fast pace whereas on the other hand survey for Ratlam-Banswara line has been conducted not once but thrice but there is no progress at all. What is its present status? I would like to know about the reasons for this delay and the manner in which you will consider this issue?

I would like to draw your attention towards some other services also. The Railways has introduced new trains, extended routes, however, even today there are many routes where the volume of traffic has increased. Not only in Western Railway but in West Central Railway and Central Railway there are several places where the volume of traffic has increased. There the State Government is prepared to provide 50% funds, the railways should invest remaining 50% funds but still no project is being prepared in this regard. There are many such places between Ratlam and Ajmer where overbridges should be constructed but despite approval by the State Government, no work has been done by the Railways. I demand that be it the case of Neemach, Mandsaur or Jawra, the problem of overbridge should be solved immediately since the State Government is also expressing its willingness for providing assistance for this purpose.

I am speaking in very brief and won't take much time. I am drawing your attention towards passenger amenities. Passenger amenities have been increased, number of trains has also been increased however, I would like to know as to why the number of platforms has not been increased and why the platforms are not extended. Since the number of terminals and platforms has not been increased people are facing lots of difficulties. As I have said that people face inconvenience and have to wait for hours due to railway traffic, therefore, I would like that new platforms and terminals should be constructed wherever the space is available so that railway

traffic is streamlined and people are benefited. I request that the issue of passenger amenities should be taken seriously. I am giving you some practical suggestion which should be implemented by the Railways.

I would like to draw attention towards one more point. You have made some demand for technological development also in these supplementary demands for grants. Now I would like to draw attention towards the assurance given by Shri Rathwaji to the Sansadiya Rajbhasha Samiti. The foundation stone for Hindi Computing Foundation for Western Railways has been laid about which you had given an assurance to the Samiti that work on this project will be carried on without fail. Railways have its own technology. That technology has been developed a lot and proved beneficial also. If the officials of Railway Board want to discontinue this technology then I feel that the assurance given by the hon'ble Railway Minister has no meaning at all. Is it fair? I regret to say that the orders of the hon'ble Minister is being neglected.

We talk about development and we have technology available with us and the Chief Hindi officer of Western railway has said that he is ready to run it without any expenditure. I feel that this matter should be reconsidered. It is not an ordinary thing and it should be taken up seriously because the Minister of State in the Ministry of Railway had given assurance in the presence of the hon'ble Minister of Railways. The parliamentary Committee on official language is an important Committee. He had given assurance to that Committee.

I would like to conclude after saying two three things about my constituency. He has said about the upgradation of some hospitals of railways. I would like that the railway hospital of Ratlam should also be upgraded. The railway should install new equipment and provide financial assistance to this hospital. It is a very big junction with large population. He should see it from that point of view. I would like to draw his attention to one more point. Recently new trains have been introduced. Mandsaur is an important place along Ajmer Bandra route where gauge conversion has been done. Mandsaur is an important place along that route where famous historical temple of Pasupatinath is located. However, the train running on this route does not halt at Mandsaur station. Famous Hussain Tekri Sharif is located at Jawara where lakhs of tourists from within the country and abroad visit and bow their heads in reverence. Then they visit Ajmer Sharif but

there is no stoppage of that train in Ajmer Sharif as well. The railway says that if stoppage of that train is provided there, its speed will be reduced and then what would be the benefit to run an express train. There is no convenience to the passengers. The train should be run non stop from Ajmer to Ratlam, why do they stop it in between these two stations? I would like that stoppage of the train should be provided at Mandsaur and Jawara as well so that, people may be benefited by this. The stoppage of Ajmer Ratlam and Ratlam-Ajmer trains should be provided at Mandsaur and Jawara. My requests have always been accepted. First Indore-Nizamuddin intercity was introduced. It had no stoppage at any place. Later on when I demanded that its stoppage should be provided at Samkaur, this demand was fulfilled. The stoppage of that train was also provided at Suvasra, Chaumena and Vikramgarh-Aalot as requested by me. All these stoppages were gradually provided. I have been demanding for many years that if the stoppage of Jammu-Tavi Super fast Express that run upto Mumbai passing through Gujarat is provided at shyamgarh the people of the entire Mandsaur and Nimach district and of the whole parliamentary constituency would be benefited by this. Presently, it stops directly at Ratlam after Kota. Many pilgrims of that area go to Vaishno Devi. I have drawn his attention to some points and would like to submit some more things. I have demanded to maintain status quo regarding the Guard lobby and will give in writing some more things in this regard.

SHRI V.K. THUMMAR (Amreli): Sir, the hon'ble Minister of Railways have presented the supplementary Demands for Grants for the year 2007-08 and I rise to support the Demands for Grants. He is receiving thanks from all over the country for the commendable works that he has done for railway during the last three years.

17.14 hrs.

(SHRI DEVENDRA PRASAD YADAV *in the Chair*)

I have also extended my thanks to him at the time of presentation of the Budget. It is for the first time in the history of India that there is an extension of railway network in Gujarat. The Saurashtra region from where I have been elected had railway during the British period, however, somehow presently injustice is being done to this region. So, I rise to draw the attention of the hon'ble Minister in this direction. I would like to request the hon'ble Minister of Railways and the Railway Department that

the gauge conversion work from Dassa to Jetalsal as provided in the Budget should be started at the earliest. Metre Gauge railway operated on this track since British period. It is on account of this stretch of metregauge rail line that we are not getting long distance trains. Unless this rail line becomes operational, we will get broadgauge railway facility only for a very limited area. I have been elected from Amreli. Earlier there was railway connectivity Amreli to Ahmedabad but the middle stretch of the railway line laid later is broadgauge while the old lines are metregauge. It is on account of this that there is no direct connectivity from Amreli to Surat and Mumbai that existed there earlier. Hon'ble Lalu ji has done commendable work in railway department and for the first time railway earned a profit of Rs. 20 thousand crore. I would like that some amount should be invested in Saurashtra as well. Naran Bhai Rathwa of Gujarat has been for the first time appointed the Minister of State for Railway. I would like to extend my thanks that UPA Government have taken care of Gujarat. The first Chief Minister of Gujarat after its formation on reorganisation of Mumbai was from my area Amreli. However, today Amreli has no railway connectivity. I would like to submit that the work of Dhassa-Jetalsar broadgauge line should be started at the earliest. One train has been started from Mahua however that train goes upto Bhavnagar. Two coaches, one three tier AC and one sleeper class coach should be attached to the train running between Bhavnagar Bandra via Dhaula. The said train has been introduced recently that connect Bhavnagar and not Amreli so we have to change train at Dhaula to reach Amreli. So, two coaches should be added to the Bhavnagar-Bandra train at Dhaula for the convenience of people of Amreli. Direct railway facility should be provided to us.

Our zonal office is located in Mumbai. There is provision to call the meeting of ZRUCC Committee twice or thrice in a year. Several times, I have asked questions and raised this issue under Rule 377, however not even three meetings of the said Committee have been held in last three years. The Minister should see as to what is being done by the officers. The meeting of that Committee is not held so, I am forced to come here and raise this issue and question in the House. I would like to submit that strict action should be taken against those who create hurdles in holding the meetings of ZRUCC thrice a year.

The work for the construction of overbridge on Amreli-Bhavnagar road at Dhassa is going on for the last two years. I would like to submit to the hon'ble Minister that

[Shri V.K. Thummar]

the construction work of overbridge at Dhassa is going on at snail pace so it should be completed at the earlier.
...(Interruptions)

MR. CHAIRMAN: Since there is time constraint so, you can lay the remaining points on the table of the House. Your points will go on record. It will be better if you lay the rest of your speech.

...(Interruptions)

SHRI V.K. THUMMAR: As far the provision of by-pass is concerned.(Interruptions)

MR. CHAIRMAN: There is time constraint so, you please cooperate in conducting the proceedings of the House.(Interruptions)

SHRI V.K. THUMMAR: I would like to submit that the work for the construction of by pass should be undertaken till the bridge is constructed.(Interruptions)

MR. CHAIRMAN: The meeting of the leaders is also to be held at seven o'clock.

...(Interruptions)

SHRI V.K. THUMMAR: The Railway is doing commendable work and I would like that it should also take care of Amreli.(Interruptions)

I am laying rest of my speech on the table of the House.

*You have given a new station in Bhavnagar. There you have also provided a train with two three tier AC and two Sleeper Class coaches, but there is also provision. Please provide a long distance train from Amreily. I believe that the Britishers had introduced rail services from Amreily to Ahmedabad. Kindly give some new name to the people of free India. There is also a demand to provide PRS to Saparkundela. An overbridge is being constructed there. There are 11 railway crossings between Amrailly and Ahmedabad. Kindly provide overbridges at Dhandhuka, Banka and Amreili.

*SHRI SHANKHLAL MAJHI (Akbarpur): Sir, I thank you for giving me an opportunity to speak on, the

..... This part of the Speech was laid on the Table.

Supplementary Demands for Grants of the Railways. The Railways is the life line of the country. The Railways have progressed enormously under the Leadership of the hon'ble Minister of Railways. There has been all round development of the Railways. therefore, congratulate the hon'ble Minister of Railways for the same. At the same time I would like to suggest that I do not have any objection if you provide more facilities to the railways and work towards its modernization in Bihar but the way the headquarters of NER has been transferred by neglecting Poorvanchal Gorakhpur Railway Junction, Uttar Pradesh Parliamentary constituency that raises a number of questions about your unbiased and clean image. The traffic on the main route of Gorakhpur and Lucknow has increased by 150 to 200 per cent during the last one decade but neither the doubling work of the rail line between Gorakhpur to Lucknow has been completed so far nor the line between these two stations has been electrified which causes unnecessary delay in the movement of trains as well inconvenience to the public. It raises doubts about your clean image.

Sir, Gorakhpur is an important place directly connected with Nepal. Maghar, the Parinirvana Sthali, of world famous Kabirdas lies at a distance of 20 kilometers only towards its west. This place is visited by tourists from India and abroad. The foreign tourists visiting Varanasi especially those coming from Nepal have to travel via Bhatni, Maduadeeh to reach Varanasi from Gorakhpur. The distance becomes double if people have to travel via Madhuadeeh which results in wastage of money and time. There is already rail service between Varanasi to Dohri Ghat in Mau district and it is only 50 kilometers away from Gorakhpur and 65 kilometers away from Kabirsthali Maghar. By making a bridge over river Saryu and laying 50 to 65 kilometers long new rail line, the world famous Kabirsthali at Maghar could be directly linked to Varanasi. This would not only save the time of the passengers by 4 to 6 hours, but the direct link would also help earn more revenue for the Railways.

Besides, I also want to draw the attention of the hon'ble Minister of Railways towards my parliamentary constituency. Ambedkar Nagar district is very famous for production of handloom textiles. Traders from all over the country visit here and Tanda station is very famous for transporting large quantity of textile items made of cotton yarn but this work has been stopped at present whereas two or three trains (coal wagons) are sent to NTPC daily. through the same route. Here the JP cement factory and

other sugar mills are also working and they are facing a lot of problems in the absence of any link with the railway. I would strongly demand from the hon'ble Minister to establish a railway line between Gorakhpur, Maghar, Khalilabad and Gosaingunj or Akbargunj via Tenda Itifatgunj by conducting a survey in this regard. It would not only connect the districts but would also help the railway earn more revenue.

Sir, there is no train connecting Southern India from Gorakhpur junction via Faizabad and Allahabad whereas trains run from Gorakhpur to Southern parts of India, viz Bangalore and Ahmedabad via Lucknow. Therefore, I demand that train facility should be started from Gorakhpur, to Southern India viz Bangalore and Ahmedabad via Faizabad and Allahabad to benefit the people of the districts Sant Kabir Nagar, Ambedkar Nagar, Sultanpur, Pratapgarh, Faizabad. I hope that the hon'ble Minister would make it convenient to provide this facility to Ambedkar Nagar. Faizabad division which has been deprived of this facility.

Furthermore, I would like to inform you that there is only one superfast train named Kaifiat Express no. 2225-2226 runs daily from my parliamentary constituency district Ambedkar Nagar, Akbarpur to Delhi and this train operates from and terminates at old Delhi Railway Station. On this very route other trains such as Farakka express, Saryu-Yamuna express and Sadbhavna express also operate from old Delhi Railway Station.

I once again thank you for giving me an opportunity to express my views.

[English]

PROF. M. RAMADASS (Pondicherry): Mr. Chairman, Sir, on behalf of Pattali Makkal Katchi and its Founder President, I rise to support the Supplementary Demand For Grants (Railways) for 2007-08.

The hon. Minister of Railways is seeking the approval of this House for an expenditure of Rs. 270 crore. I think that this House must be unanimous in approving this expenditure. The hon. Minister has estimated the expenditure from the various possibilities of contingencies that may arise during the rest of the financial year. This estimate has been based on realistic conditions prevailing in the Indian Railways. Therefore, to provide for these services, the hon. Minister must be given this appropriation.

Now, while approving the Appropriation (Railways) No.3 Bill, 2007, I should also join my other colleagues in the Parliament in commending the significant services rendered by the hon. Minister of Railways, Shri Lalu Prasad, who is ably assisted by his colleagues Shri R. Velu and Shri Naranbhai Rathwa.

What is striking in the Railways today is that the Railways is now becoming one of the premier transport organisations among the other organisations. Even at the international level, the Indian Railways has been enabled to compete on a profitable basis.

The fact that the railways have earned Rs. 20,000 crore of profit shows the efficiency and the pragmatic approach of the hon. Minister of Railways, Shri Lalu Prasad and Shri R. Velu. Therefore, today the growth of railways during the UPA Government has been extraordinary phenomenal and this House must appreciate their team of Ministers working in the railways. There has been tremendous growth of railways in all parts of the country. But, at the same time, one point which I would like to draw the kind attention of the hon. Minister is that this growth is not evenly spread or balanced. There are iniquitous disparities in the development of railways in different parts of the country and one such territory which has suffered the benign neglect of railways is the Union Territory of Puducherry.

Sir, as you know, the Union Territory of Puducherry has been a window of French culture as described by late Pandit Jawarhar Lal Nehru. This is now curved out as a dynamic and developed city. But, unfortunately, the city has been under-developed in terms of railways and not much has been done to develop the railway system in the Union Territory of Puducherry.

Sir, what the Railway authorities and the hon. Minister of Railways must understand is that the Union Territory of Puducherry has got a special locational future. The city of Puducherry is just nearer, 160 kilometres from Chennai and from there we have four regions. One region, which is a far-flung region, is 890 kilometres away from Puducherry, viz, Mahe in the western coast in Kerala. There is another region which is 800 kilometres away from Puducherry, viz., Yanam in Andhra Pradesh. Karaikal region, which is 150 kilometres away from Puducherry, is just nearer to Thanjavur. So nowhere you will find a territory of this type which is surrounded by four regions and which are scattered in different parts. The railway is

[Prof. M. Ramadass]

supposed to connect at least the people of the Union Territory of Puducherry. The people of Mahe, the people of Karaikal, the people of Yanam all belong to one union territory, but all of them are scattered far-flung. Therefore, it is the duty of the railways to connect these people. This is the most important point which we must bear in mind and we should be able to provide railway connectivity to these people. ... (*Interruptions*)

MR. CHAIRMAN: Please conclude. There is a time constraint. So please cooperate with the Chair.

PROF. M. RAMADASS: Sir, this is a unique case which I would like to present to the hon. Minister of Railways. He is also listening to my speech. Therefore, this is apt time for me to bring it to his notice.

Secondly, Puducherry happens to be the capital city of the Union Territory of Puducherry and it is developing very well. Sir, for your information I should tell you that the per-capita income, the yardstick of economic development, is one of the highest in the Union Territory of Puducherry. But with all these special characteristics, if you take the railway development in Puducherry, it is woefully inadequate and this is the point which the hon. Minister of Railways should understand in undertaking various measures. ...(*Interruptions*)

Sir, you all believe in Dr. B.R. Ambedkar. Dr. Ambedkar has said that when there are un-equals, there should be unequal treatment. Puducherry is standing on an un-equal footing and you should give an un-equal treatment by a special package carved out for Puducherry. I would like the hon. Minister of Railways to provide for a special package and a special budget for the Union Territory of Puducherry. The hon. Minister should depute a team of officials to understand the problems of railways in the Union Territory of Puducherry. As a measure of this package, first of all, you should connect Puducherry to other three regions of Puducherry.

Secondly, Puducherry should be connected to other neighbouring capitals like Chennai, Bangalore and Hyderabad. You have a scheme of connecting the Capital of India and the rest of the capitals of other parts of the country. But Puducherry is not connected. So you bring Puducherry under that scheme and try to do that.

Sir, then we are not asking for railway doubling and all that, but the berthing facilities and other things must be improved there.

Lastly, I must say that Karaikal region is the most under-developed region. Karaikal has to be connected on the left hand side to Nagur and the other side to Mayiladuturai whose Member is also sitting here—the respected Minister for Panchayati Raj is sitting here who represents this Mayiladuturai also. Karaikal is situated in a very critical place where we get this Saneeswaran temple which attracts two or three lakhs of people. ... (*Interruptions*)

MR. CHAIRMAN: Prof. Ramadass please conclude.

PROF. M. RAMADASS: Therefore, I have taken up this matter with the Ministry of Railways. But the answer they give is that if the Government of Puducherry is willing to bear 50 per cent of its outlay, they are willing to do it. We were willing to give that 50 per cent when our financial position was comfortable. But this year and next year, the Union Territory will be facing a financial crunch. Therefore, the Union Territory of Puducherry should be treated as a part of the Indian Railways. Do not treat it on par with Tamil Nadu or Andhra Pradesh. Please treat that as your own child because the Union Territory is administered by the Government of India. All funding is coming from the Government of India either from the Ministry of Finance or from the Planning Commission. Therefore, for railway development, I would earnestly appeal to the Minister of Railways for taking up a special package and it should be funded out of your own finances. Perhaps, one or two crore this year out of the Supplementary Demands would help the development of Karaikal. ...(*Interruptions*)

THE MINISTER OF PANCHAYATI RAJ, MINISTER OF YOUTH AFFAIRS AND SPORTS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI MANI SHANKAR AIYAR): Sir, this matter pertains to my constituency. May I associate myself with the remarks?

MR. CHAIRMAN: Thank you. Mani Shankar Aiyar associates with it.

PROF. M. RAMADASS: The hon. Minister is certainly justifying the need for the development of Karaikal region. That will connect the people of Tamil Nadu and other places. We would all celebrate our Railway Minister, take him to the Shaneswaran Temple there and give a big worship for him in the new train.

[*Translation*]

MR. CHAIRMAN: Those hon'ble Members, who want to lay their written speeches on the table of the House, can do so because as you know the leaders meeting is going to be held today. So there is paucity of time. The hon'ble Members, who want to lay their written speeches on the table of the House can do so.

SHRI LALU PRASAD: We also have to go to dispose of some other work.

*SHRI M. SHIVANNA (Chamrajnagar): I am grateful to you for giving me an opportunity to participate in the discussion on supplementary demand for grants for Railways for the year 2007-08.

Sir, I rise to support the demand for grants for Railways. I would like to draw the attention of the Hon. Railway Minister towards Karnataka's demand for some Railway projects. Sir, we are waiting for the Railway projects as Shabari waiting for Lord Rama for centuries. Bangalore-Satyamangala Railway line has been approved during the Prime Ministership of our leader Shri H.D. Devegowda. After that no successive Governments come forward to take up this Railway project. This route is already surveyed. This Railway line connects Chamarajnagar district with Bangalore. It will help in the socio-economic development of the district of Chamarajnagar and Mysore. Therefore Railway Ministry should take up this long pending Railway project immediately.

With the sincere efforts of our Janta Dal (S) supremo, former Prime Minister Shri H.D. Devegowda and our young Chief Minister Shri H.D. Kumara Swamy much awaited Bangalore-Hassan-Mangalore Railway project has been completed. But it is yet to be inaugurated. On behalf of the people of Karnataka, I would like to express my gratitude to the Hon. Minister for Railways Shri Lalu Prasad ji, Hon. Minister of state for Railway Shri Velu ji.

There is urgency to set up 3rd railway terminal near Biappanahalli at Bangalore. Initial Budget estimation for this is Rs.65 crore rupees. I hope this work will be completed soon, and I request the Hon. Minister to look into this matter.

*English Translation of the Speech originally delivered in Kannada.

Bangalore the silicon city of India, and Mysore the city of palace are attracting people from all over the world. The work of doubling the railway line between these two cities is in progress but it is going on at snail's pace. This should be speeded up. Electrification of this railway line should also be taken up by the Railway Ministry. This would help in improving the rail connectivity between these two cities and help the daily commuters. In addition it will help in the development tourism in Mysore. I request the Railway Minister to consider the demand of Karnataka Government to increase the central share to 50%. In the Bangalore-Jolarpet-Chennai railway line electrification work has completed only between Jolarpet and Chennai. But the electrification work between Bangalore-Jolarpet has not been taken up so far. So, it should be completed soon.

Mysore-Telachery-Nanjangud-Neelambur railway line should also be taken up immediately. This railway line will help to connect the 3 southern states namely Kerala, Karnataka and Tamil Nadu. The people of these three states will be benefited from this railway project.

The length of Kottur-Harihar new railway line is 65 Km. Cost sharing of this project is in the ratio of 1:3rd :2:3rd between the Ministry of Railways and Government of Karnataka. The state Government has been requesting the Ministry of Railways to convert this project to a Public Private Partemership (PPP) project. However Railways have not yet agreed to this proposal. So I request the Hon. Railway Minister to take necessary steps in this regard. Otherwise this may be converted into a 50:50 cost sharing project.

Hubli-Ankola new railway line is 167 Km project costing about Rs.998 crore. It is a very important project which connects the hinter land of North Karnataka with the ports on the West Coast. The work of this railway line is stopped because clearance of the Central Empowered Committee has not obtained so far. Hence I request the Hon. Minister to look into this matter.

Munirabad-Mehaboob Nagar railway line connects Karnataka and Andhra Pradesh. It will be a boon to the border districts of both the states. Estimated cost of this project is Rs.800 crore but only a meagre amount of Rs.5 crore has been allotted. It may be enhanced to Rs.200 crore per annum.

High speed Southern Corridor Project should be implemented with some modifications. This should be

[Shri M. Shivanna]

linked to Hubli and Mysore from Bangalore in addition to Chennai and Emakulam. Hubli-Bangalore Mysore corridor is viable and essential for decongestion of Bangalore and for economic development of other important cities in Karnataka. So I earnestly submit to the Hon. Railway Minister to give special attention to this ambitious project. A study may be taken up for a High Speed Rail Corridor between Hubli-Bangalore and Bangalore-Mysore. Karnataka express trains running between Delhi and Bangalore should be added 3 more compartments. Frequency of trains running between Mysore and Bangalore should be increased in order to meet the demands of passengers.

[English]

MR. CHAIRMAN: You have only one minute.

SHRI M. SHIVANNA: I have not even taken two minutes. I will finish my speech in three or four minutes.

MR. CHAIRMAN: You can lay the rest of the speech. It will be part of the Proceedings.

SHRI M. SHIVANNA: All right, Sir.

"Sir, I am representing Chamarajnagar constituency in Lok Sabha. For the last 100 years people of Karnataka have been demanding for a rail line between Chamarajnagar and Methupalyam. So the dream of our people has not been fulfilled so far. Therefore, I request the Hon. Railway Minister that at least this year it should be taken up.

Sir, coming to R.O.B. and R.U.B. projects in Karnataka there is no progress at all. Therefore I earnestly urge upon the Hon. Railway Minister that all the R.O.B. and R.U.B. should be completed as early as possible.

I, therefore insist upon the Railway Minister to consider all the demands of people of Karnataka. With these words, I conclude my speech."

*SHRI ALOK KUMAR MEHTA (Samastipur): Sir, I am grateful to you that you have given me an opportunity to express my views on the supplementary demands for grant of the Ministry of Railways for the year 2007-08. First of all, I would like to congratulate the most successful

Minister of Railways of the country till date for the consistent progress made by the railways as a result of which people are getting various amenities and relief and this in turn is strengthening the economy of our country. In the course of the discussion most of the members from treasury and opposition benches have enumerated the achievements in detail and presented their demands.

While supporting the supplementary demands, I would like to praise the works carried out by the Ministry of Railways in my parliamentary constituency during the last three years and in public interest and in the interest of the people of my constituency, I am raising the following demands:

- (1) The construction of the proposed rail line from Tajpur to Pathepur and Mahua and via Bhagwan, Hajipur should be commenced without any delay:
- (2) The following stations be upgraded, expanded and modernized:
 - (a) Khudi Ram Bose station, Pune
 - (b) Ujijapur
 - (c) Dalsingsarai (proposed as a model station)
 - (d) Vidyapatinagar (the place of mythological importance)
 - (e) Mohiuddinagar
 - (f) Shahpur Patori

In the above mentioned stations, there is a need to construct over-bridge, public addressing system, public conveniences and to increase the height of the station.

- (3) It is highly necessary to construct RoB at level crossing No. 32 in Dalsingsarai and build a subway or RoB near Bhola talkies at Samastipur.
- (4) In view of the demand and requirement of the people is highly important that halts (railway halt) be set up at the following places:-
 - (a) Bathua near Pusa Khudiram Bose station
 - (b) Bellari between Samastipur and Najirganj
 - (c) Basdiya near Dalsingsarai station
 - (d) Ramgama near Mohiuddinagar station
- (5) In view of the people's convenience and the demands for train, arrangements be made to

..... This part of the speech was laid on the Table.

provide stoppages of the trains at the below mentioned railway stations.

- (a) Mohiuddinagar — Baliya-Siyaldah Express
- (b) Dalsingsarai — Gwalior Express and Amrapali Express
- (c) Ujiyapur — Kamla Intercity Express and Mourya Express
- (d) Vidyapatinagar — Jansewa Express and Baliya Siyaldah Express

- (6) A railway level crossing be constructed at Janakpur near Ujiyapur.
- (7) The expansion and upgradation work of railway workshop located at Samastipur be commenced expeditiously.

*SHRI K. SUBBARAYAN (Coimbatore): Sir, I would like to urge upon the biggest public sector undertaking of this country, the Railways, to carry out its plans, projects and schemes with an indiscriminate approach. Else, the public at large in the backward areas in a backward condition may be annihilated and may strengthen the attitude and actions against the National Integration of our country. At this juncture, I would like to bring to the notice of the Hon. Railway Minister a view that is prevalent in the southern parts of the country, especially in Tamilnadu that they are being discriminated against.

Tamilnadu is a State that has got more of meter gauge sections of railway lines. The gauge conversion ought to have been carried out in a phased manner fixing a deadline. The passenger-amenities in most of the railway stations of Tamilnadu are to be improved. In many important towns including Tirupur, the knitting industry town, there is no facility in the railway stations to know before hand which coach would stop at which place. Electronic display as it is done elsewhere must be available in these railway stations also. I would like to urge upon the Railway Ministry not to go in for outsourcing and privatization.

I would like to know from the Hon. Railway Minister whether you have considered the request to lay a new railway line between Palani and Chamrajnagar. Whether survey work has been completed and what are the steps that have been taken so far? These questions are waiting for reply from the Government.

The southern districts of Tamilnadu are economically backward due to lack of industrialization. Hence, there is an urgent need to convert all the meter gauge sections there to broad gauge railway lines. Railway Ministry must take note of it.

Electrification of railway line between Coimbatore and Chennai must be considered to operate electric trains between these two cities. Coimbatore-Bangalore Inter-city Express has been extended upto Ernakulam in Kerala. This has greatly affected the passengers travelling up to Coimbatore and places in and around Coimbatore district. People from my constituency could not even get ticket to travel in that train. Hence, I request you to run the traditional Coimbatore-Bangalore Express.

It was announced in this year's Railway Budget that there will be a new train between Coimbatore and Nagercoil. I request you to introduce this train at the earliest. I also request you to expedite the gauge conversion work between Coimbatore and Madurai.

Coimbatore railway station continues to remain a small station though the city has grown manifold. I urge upon the Railways to go in for a scientific study and take necessary measures to extend and improve and give a face lift to Coimbatore Railway Junction.

The doubling line work between Coimbatore and Irugoor is going on slowly. This must be completed soon increasing the pace of the ongoing work. All the railway crossings in Coimbatore district must be surveyed and ROBs must be constructed in almost all the places where they are warranted. At this juncture, I would like to strongly emphasize that the entire Coimbatore district must be under the purview of Salem Division. A new inter-city express between Coimbatore and Kochi is the need of the hour and Railways must consider introducing it soon. I urge upon the Railways to consider introducing new trains between the fast emerging industrial city Coimbatore and other important metropolitan cities like Mumbai, Kolkata and Hyderabad.

*SHRI J.M. AARON RASHID (Periyakulam): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for Grants pertaining to the Ministry of Railways. While supporting this Bill, I would like to take upon myself this opportunity

*English Translation of the Speech laid on the Table in Tamil.

*English Translation of the Speech originally delivered in Tamil.

[Shri J.M. Aaron Rashid]

to congratulate the Railway Ministry led by our Hon'ble Railway Minister, Shri Lalujji. It is commendable a performance to earn profits for the Indian Railways. Under the stewardship of Shri Lalu Prasad Yadav, there is a turn around and we find more of gauge conversion, electrifications, introduction of new trains, freight corridor and so many commendable projects in the anvil. At this juncture, I would like to bring to the notice of the Hon. Railway Minister, Shri Lalujji, the long felt need of the people of my constituency to go in for gauge conversion between Madurai and Via Bodi to Gudalore. When we took it up with our Minister of State for Railways, Shri R. Velu, he suggested that we should approach the Finance Minister for more of funds. And we went as a delegation to impress upon the Union Finance Minister. Now, with the increased fund allocation and also with the significant revenue earnings along with profits, it should be easier for the Railways to pay heed to our demand to go in for gauge conversion between Madurai and Bodi Gudalore. I urge upon both Shri Lalujji and Shri Velujji to look into this.

MR. CHAIRMAN: Please conclude.

SHRI J.M. AARON RASHID: Mr. Chairman, Sir, I will conclude my speech within two minutes. When we made demands for more funds, it was not acceded to. Proposals of 30 schemes have been sent for approval from my area, but not a single one has been accorded approval, it is a matter of great regret. If the line between Madurai and Bodi be converted into broad gauge, people of my constituency Periyakulam will be benefited from it. Our region is agriculture dominated. Coffee, Paper and Cotton are supplied to other places from here. Therefore, it is necessary to convert this line into broad gauge. In addition, the people residing in the Jhuggies near the railway lines be resettled at other locations by providing them land elsewhere as was done in Mumbai.

SHRI LALU PRASAD: For this purpose, land is provided by the State Government.

SHRI J.M. AARON RASHID: Doubling of the rail line between Dindikal and Villupuram has not yet been done. Electrification of Madurai to Maniyali rail line is very necessary. I will request the Minister of Railways to take up this work essentially.

He has introduced a train named garib Rath between Delhi and Chennai. A similar train should be introduced

between Delhi and Coimbatore also. Coimbatore is an industrial city and Madurai is also an industrial city.

[English]

This is the most vulnerable city. Madurai is a temple city and people from all over the world come there for worship.

Sir, recently, Shri Lalu Prasad along with my leader Soniaji came for the inauguration of Aglarailpathai, that is, broad gauge rail inauguration programme Manamadurai to Rameshwaram. We are very glad and we welcomed hon. Shri Lalu Prasad.

[Translation]

I extend my thanks to hon'ble Lalu Prasad ji. The Finance Minister will have to release the funds for the works to be done with the additional funds. We request additional funds to be allotted for all the works which are going to be taken up in Tamil Nadu.

Sir, I would also request the hon. Railway Minister to give a Shatabdi Train from Chennai to Kanyakumari.

[Translation]

Satabdi Trains run to every part of the country, then why can not it go upto Kanyakumari.

[English]

Why not from Chennai to Kanyakumari? Sir Kanyakumari is a temple city.

[Translation]

There is Gandhi Pavilion, Vivekananda rok, the statue of Thriuvalluvar is there. Hon'ble Karunanidhi ji has got erected a 120 feet statue there.

[English]

MR. CHAIRMAN: Hon. Member, you can lay rest of your speech on the Table.

SHRI J.M. AARON RASHID: All right Sir, I lay rest of my speech on the Table.

*First of all I would like to thank the Hon'ble Speaker for allotting me some time to speak a Few words on the Supplementary Demand for Railways.

Now I would like to support the Supplementary demand for grants for Rs. 270 Crores. Out of 38 works to be undertaken two are meant for Tamil Nadu. The details of work to be Undertaken which constitute New Service/New Instrument of Service requiring S.No.6. Chennai Gudur—Limited Height subways in lieu of unmanned level crossings—Southern Railway. I would like to request your good selves to start the work immediately. I also welcome the decision taken for installation and commissioning of windmill of 10 mW capacity-Integral Coach Factory. In Tamil Nadu there are lots of places where a wind mill can be installed. I would like to know from the Hon'ble Minister the places where the windmills going to be installed. Bodi has been identified as place for installation of windmill by the Non conventional Energy. I appreciate all the 38 works of Hon'ble Minister but it is heartening to note that your good selves have not included the Madurai-Bodi-Gudalur Track from meter gauge to broad gauge which is a long pending demand from the people of my constituency. I along with Mr. Gnanadesikan M.P., Mr NSV Chittan M.P., and Mr. Kharventhan, M.P., have met the Hon'ble Finance Minister Shri P. Chidambaram and requested him for sanction of funds for the conversion of this Madurai-Bodi-Gudalur meter gauge to broad gauge also met the Finance Commission. But it is rather surprising that this is not found in the supplementary budget.

Today Hon'ble Minister for Commerce Shri Jairam Ramesh is opening e-action center first of its kind for cardamom in India, in my constituency.

There is agriculture based district which produces Cardamom, Tea, "Coffee, Pepper other spices and, Cotton. there are textile mills as well as handlooms and Most of the businessmen have to carry their goods for booking either to Coimbatore or Madurai. On way they have to face harassment from the Sales Tax officials as well as pay a lot of transportationlike loading/unloading/reloadingetc. If the Madurai-Bodi-Gudalur meter gauge line is converted to Broad gauge the booking centre will have to function either at Theni or at Bodi. Railway is one of the valuable service which attracts every common man.

.... This part of the speech was laid on the table.

Under the auspicious guidance of UPA leader Smt. Sonia Gandhiji, our Hon'ble Minister Shri Lalu Prasad Ji is doing very well and here I would like to mention that if Madurai Bodi Gudalur line is extended, the base of Ayyappan Temple where lakhs of devotees are visiting, they have to travel 150 kms. In forest and hilly area. Facing lots of wild elephants and bisons. If the Railway line is extended upto Ayyappan Temple the Railway can charge even more than Rs. 200 to 250 as toll charges for the tunnel. In falcon countries there is tunnel which is 27 kms. long 2 ways with a Railway Line. But in this it will be between 5-10 kms. Only. Which can save a lot of time and harassment. The common and small business man will really feel very happy if this work is taken up immediately. And one more request. On both sides of Madurai-Bodi line there area huge no. of poor families living in hutments. Before taking up this broad gauge project, Ministry of Railways should make alternate arrangements for these poor by making proper rehabilitation as done in Maharashtra and Rajasthan by providing them proper compensation or constructing a house for them. I hope that the Hon'ble Minister will take up this request of mine in the right spirit. The long pending dream of a common man and business man in Tamil Nadu is to travel in Shatabdi Express from Chennai to Kanyakumari which will halt at Villupuram, Trichy Madurai Tirunelvel finally reaching at Kanyakumari. This will attract More passengers, local and tourists. I once again would like to state that Railway budget, a common man's budget running in profit, which was absent in NDA's regime. I would like to thank the Hon'ble Railway Minister Shri Lalu Prasad Yadavji, and their colleagues for presenting the rail budget with railways earning profit this year also under the auspicious UPA leadership of Smt. Sonia Gandhi Ji, and Dr. Manmohan Singh Ji. This Railway budget is enjoyed by pregnant women the Senior Citizen but now this is extended to people of other class also ie. 4% reduction of fares in all seasons for Second class. In every train unreserved coaches are increased except AC and Jan Shatabdi and seats are also provided in unreserved coaches it is a Common man budget. Normally under NDA deficit budget was shown.*

*SHRI FRANCIS FANTHOME (Nominated): I rise to support the Appropriation Bill presented to the Lok Sabha by the honourable Railway Minister, Shri Laloo Prased ji and compliment him for the great strides the Railways have made in reaching out to all sections of the nation's

*The speech was laid on the Table.

[Shri Francis Fanthome]

people. The Railways being the lifeline of the country is the most important instrument to include and integrate the emotional and economic interests of the common people.

Sir, Over the past five decades the railways have expanded by increasing the railway lines from 53,000 to 65,000 kms, of which electrification has expanded from about 1000 km to 30,000 kms. Passenger carriages have increased from 13,000 to 35,000. What is of some concern that wagons increased from 2.05 lacs to 2.15 lacs.

The Railways are by any standards a major success story of the modern world transforming from a deficit budgeting proposition to one of 20,000 crore surplus from an economic concern for productivity and outcomes, to an effective and efficient machinery integrated with the people's aspirations. The nation each year waited with tepidity the Railway budget because of rising freight and passenger fares and declining proficiency. These are matters of the past. Over the past three years the people await the budget with expectations as to how it can enhance the lives of the common people.

Sir, I would like to make the following suggestions:

1. The catering facility needs to be considerably improved and greater monitoring be exercised so that the quality of food reach to passengers both at stations as well on the trains.
2. Sir, There is increased concern for safety and security on the railways over the past few years terrible crimes have been reported, as some criminals use the rapid transit of the trains from one state to another and escape the police.

Sir, I would like to make one special suggestion for the Hon. Minister's consideration that affects the life of millions. In the state of Uttarakhand are four major pilgrimage centres of the people: Badrinath, Kedarnath, Gangotri and Yamnotri; lakhs of people visit these places each year and have to travel by road facing tremendous hardships. Sometimes they are on the road for weeks because of poor road conditions. I request the Minister to have a survey done to connect the four 'Dhams' to Haridwar. This will have the blessings of the Gods as well as the people. The hill stations of Darjeeling, Shimla and Conoor were linked by the colonial rulers about a

hundred years back; despite grave restraints and hardships. Modern India needs to project a resolve to address the aspirations of the people. Sir, the linking of these four pilgrimage centres would be widely welcome by all sections of the people as well as expose some of the most beautiful regions in the country for tourism and adventure.

With these statements I support the Appropriation Bill.

*SHRI TAPIR GAO (Arunachal East): During Railway Budget, the Hon'ble Railway Minister, has promised lots of New projects in the budget, specially, for the North East States. Railway plays the vital roles not only in developments but it plays the main role for national integration of the country.

During the budget presentation of the Railway 2007-08, in the August House, Lalooji announced 4 (Four) projects in North East States as National Projects, namely—

- (1) Boguebil Bridge
- (2) Rangiya to Murkongselek as Broad gauge
- (3) Lunding to Bodarpur as new line
- (4) Jiribam to Imphal as new line

But, it make me surprise to see a different scene on the ground reality. In the above mentioned projects, not a single inch are in progress on the ground.

Specially, the Boguebil Bridge has got no importance for the Railway department, where as, this Boguebil Bridge is the life line of the people of Arunachal Pradesh and the Upper Assam. It is not only for Public, but it shall play a vital importance for the defence movement, for trade and commerce. Since last two years, the tender clearance files for further constructions work of the Boguebil Bridge is pending in the Railways Ministry in Delhi. The Tender and other necessary official formalities must be cleared immediately by the Railway Ministry.

Rangiya to Murkong Selek Broad gauges conversion should be pressed to war footing for immediate completion and the same should be extended to Paighat, from Munkong Selek; which was placed under survey and investigation, during 2005-2006 Railway Budget.

*The speech was laid on the Table.

The Lumding to Bodarpur, and Jiribam to Imphal, National Projects should also be implemented in true spirit of promises made by the Railways Ministry. The Railway department are taking wrong plea, as the construction works are delaying due to killing and kidnapping of Railway staffs are not true, of course, few incidents had taken place, but the central para military, state police are being provided to the railway for their protection.

During, British era, railway line from Guwahati to Dibrugarh via Dimapur and Tinsukia has been constructed, today after 60 years of country's Independence, this railway line need two lane tracts, for easy movement of Defence, passengers and for trade and commerce and a new Railway stations is being coming up in Dibrugarh, so the old Railway station should be converted to a Railway Museum, as it was constructed during British days under East India Company, it will generate a sense of it importance for Railway's history in North East-India. Speaker sir, for last 3 years, I am taking part in Railway Budget and Railway supplementary demands for grants, and I always demand for Railways connection to Arunachal Pradesh. Connecting Rail lines to my state will be a great relief for the people and the defence strategic point of view. Arunachal is lacking behind in developments and it has not figured even in railway map of India, it is a great shame for the Nation, after 60 years of Independence of India, my State, Arunachal Pradesh is not in the Railways Map of India. Since last three years, Laloo, is promising to link my state with Railway but, every year, due to heavy rains in North East, Laloo's tall promises are being washed away. During, 2005-06 Railway budget Laloo promised to construct the Railway line—

- (1) From — Murkongselek (Assam) to Pasighat (Arunachal Pradesh) 30 k.m.
- (2) from — Harmoti (Assam) to Itanagar, the State Capital of Arunachal Pradesh 25 k.m.

and during 2006-07, Railway Budget, Railway Minister again promised and included for survey and investigation for construction of Railway line—

- (1) Rupai (Assam) to Parsuram Kund (Arunachal Pradesh) 80 k.m. but, where are the ground reality, not even a single railway officer or staff reached my places in my State, Arunachal Pradesh, one day, the people of India will repent for not connecting of Railway line to Arunachal.

if any consequence arises like 1962 war in futures on the other hand China has constructed Rail lines on the top of Himalaya above 21,000 feet high in Tibet-Lahsa, where India is failed to connect few kilometers inside Arunachal Pradesh. Repeatedly I am saying on records, in this House, one day India will repent a lots, then it shall be too late, if railway lines are not connected to Arunachal. It is not only important for public but it is important for Defence. Sir, we have demanded, another two more major important railway lines to Arunachal Pradesh which are:—

- (1) Dolah (Assam) to Roing, in Dibang valley Distt. of Arunachal via Sadiya and Santipur one of the oldest British town in upper Assam.
- (2) Margerita (Assam) to Miao and Jairampur of Changlang Distt. of Arunachal Pradesh.

Sir, there are very important places because Changlang Distt. have lots of-coal-iron-oils and other minerals deposit, railway shall play very vital role for the development of this area for transportation of mineral and crude oils and trade and commerce shall also be developed, not only that, Jairampur and Nampong are going to be the gateway of future Border trade, with Myanmar and South East Asia countries, whereas; the 1942 famous "Sir Still wel Road" is being developed for future Border trade with South East Asia through " Steel Wel Road". Therefore, extending railway from Margerita to Jairampur, Nampong and Miao are very important for the future trade and commerce of North East and the country as a whole.

Sir, I hope, Railway Minister, and the Government, of India shall hear my view points, the importance of connecting Railways to my state — Arunachal Pradesh and Railway Minister and the Government of India, realize, how long they will neglect the North East States of India, enough is enough—now promises should be shown on the grounds of North East State specially in Arunachal Pradesh.

[*Translation*]

*DR. RAMKRISHNA KUSMARIA (Khajuraho): Sir, today there is discussion going on about Supplementary

*The speech was laid on the Table.

[Dr. Ramkrishan Kusmaria]

Demands for grants of the railways. I present before you some important suggestions in this regard for taking necessary action.

Sir, work on Khajuraho-Mahoba railway line has commenced at a very fast pace. Construction work regarding these lines was included in the last budget. Mahoba Khajuraho railway line was at number two position in the list of works to be completed. I hope that he will bear in mind the completion of this work, however, the said work is getting delayed due to certain objections raised by the forest department.

The work related to Lalitpur-Singrauli railway line is also moving at snail's pace. Objections of the forest department should be addressed to expeditiously. Owing to the objections of the forest department, work between Khajuraho and Panna segment is being affected. Hence my suggestion is that all the hindrances, which come in the way of the construction of these rail lines, should be addressed at one go.

1. Bundelkhand is a poor area, a Garib Rath train should be introduced in this area between Jhansi to Manikpur.
2. Uttar Pradesh Sampark Kranthi, Delhi-Jhansi-Manikpur and Madhya Pradesh Sampark Kranthi should run upto Nizamuddin-Jabalpur daily
3. Shatabdi Express running between New Delhi and Bhopal be given a stoppage at Bina.
4. Nizamuddin-Habibganj-Bhopal express be given a stoppage at Lalitpur.
5. The doubling and electrification work of Jhansi to Manikpur-Allahabad railway line is very necessary. Many a time demand for this purpose has been raised from Uttar Pradesh and Bundelkhand and Baghelkhand areas of Madhya Pradesh.
6. I am making submissions for the upgradation of railway stations located in my parliamentary constituency.

(a) Orchha is a tourist, religious, cultural and historic city, however, commensurate with its status there is no attraction in the Orchha station. Hence it should be converted into a model station by according it a special status.

(b) Navari, Hehaka, Harpalpur stations be equipped with modern facilities.

(c) Rake Point facility be restored at Nivari station by granting approval for it. Computerized railway reservation facility be provided at Harpalpur, Nivari.

SHRI HARIBHAU JAWALE (Jalgaon): Sir, thank you for providing me an opportunity to speak on the Demands for Supplementary Grants of the Railways for the year 2007-08. Hon. Chairman, Sir, I know that the Supplementary Demands for Grants presented by the Hon. Minister in the House will be passed but before that I would like to put forth the demand of my constituency before the hon. Minister. Bhusaval Division of Railways gives 600 crore rupees annually to the Railways. Our long pending demand of an independent Bhusaval Mumbai Express train has yet not been met. This is my maiden speech in this House as I am a newly elected Member. If my this demand is met then I will, get a good opportunity to work in my constituency. My second demand is that the roof shed at Bhusaval-Jalgaon station is quite old. During rain people face a lot of problems there, so a good roof shed is required to be constructed there. The Kamataka Express and Goa Express which come to Delhi via Bhusaval do not have an AC first class coaches in them. So it is urgently required that AC first class coaches should be attached to these trains. Hon. Minister, Sir, my demand is that there is acute shortage of fertilizers in Maharashtra. It is because of non availability of the full rack for the imported fertilizer which arrives at JNPT in Mumbai. Hon. Minister for Agriculture has informed that due to nonavailability of railway racks there is short supply of fertilizers in Maharashtra. I request you to kindly look into this matter and provide railway racks for fertilizers so that it could prove beneficial for my constituency also. Mr. Chairman, Sir, I will not take much time. If, the Hon. Minister takes my views seriously then he will definitely fulfil my demand. I will be thankful to you if you note down my demands.

[*English*]

SHRI BRAHMANANDA PANDA (Jagatsinghpur): Hon. Chairman Sir, I extend my hearty thanks for allowing me to participate in the discussion and voting on the Supplementary Demands for Grants (Railways).

As you know, Orissa is a State having vast natural resources, excellent sea beaches, and beautiful tourist spots. Before Independence, Orissa was utterly neglected in the field of Railways and even after Independence Orissa has been utterly neglected in the field of Railways.

Our hon. Railway Minister is a very dynamic and a close neighbour of mine. So far as the Railway sector is concerned, our expectations are more from him.

I would like to highlight a few points for your kind appreciation that industrial revolution has been started in the State of Orissa under the dynamic leadership of our hon. Chief Minister Shri Naveen Patnaik. We have already entered into memorandum of understanding with 46 industrial houses. So, in such circumstances, I would humbly appeal the hon. Railway Minister that Orissa needs special priority in the field of Railway infrastructure. In such circumstances my humble submission is that the hon. Railway Minister will give emphasis on the railway infrastructure in the State of Orissa.

My second point is that many projects are going on in the State of Orissa for about one and a half decades. The projects are not yet completed because no adequate budget provisions are made to that effect. That is why, I would like to humbly appeal the hon. Railway Minister that early completion of those projects is needed for the betterment of the State and also for the betterment of modern India. Once the land of Lord Jagannath is neglected, nobody will excuse. That is why my humble appeal is that the land of Lord Jagannath is real theme of national integration and it is the real theme of love, affection and brotherhood throughout the country. My respectful submission is that the hon. Minister, in such circumstances, will give priority to the backward States. It is because, he is a leader of dalits, the *aam aadmi*, the common man and for which he has earned his popularity

throughout the country. In such circumstances, a backward State like Orissa, which is full of natural resources, should not be neglected.

Sir, my other points for your kind appreciation are the doubling of railway lines, introduction of superfast express trains from Bhubaneswar to Delhi, and Garib Rath. It is because 47.13 per cent people live below poverty line in the State of Orissa. Introduction of Garib Rath needs priority in the State of Orissa. In such circumstances, my humble to the hon. Railway Minister is that he will give emphasis on that.

Khurda Road-Puri Second Phase is to be expedited for the greater interest of the pilgrimage of the people who are coming from different parts. Khurda-Bolangir Railway Line is a long demand of the *adivasis* and tribals. That is not yet implemented. My humble appeal to the hon. Chairman is that Orissa is a State where a number of districts have not seen the sweetness of railway line or railway link. That is why, now in different parts of the State like Malkangiri, Boudh, Phulwani, Sonepur, the Maoist extremist activities are going on. In such circumstances, it needs special attention by the hon. Railway Minister.

Since there is paucity of time, I would be brief. I represent the constituency which starts from the deepest port, that is the Paradip Port. Ancient Konark Temple is one of the wonders of the world. There is need for a second railway bridge over Mahanadi which is to be completed for the betterment of the Paradip Port. In such circumstances, a number of passenger trains should be introduced from Cuttack to Paradip.

In most of the areas, there are no level crossings as a result of which poor people are facing trouble. I extend my hearty thanks and I appeal to the hon. Railway Minister that adequate budget provision should be made to the State of Orissa which is in the progress of industrial revolution.

SHRI SANTASRI CHATTERJEE (Serampore): Mr. Chairman, Sir, approving the Supplementary Demands for Grants (Railways), which has been placed before this House, is our statutory and constitutional obligation.

[Shri Santasri Chatterjee]

Sir, the claim of the hon. Minister of Railways that "the Railways are poised to create a history by generating a cash surplus before dividend of Rs. 20,000 crore" in 2006-07 against Rs. 14,700 crore in the previous year is no doubt praiseworthy. But in spite of earning profit, what is the position in regard to the passengers' amenities? In his Budget Speech, he had assured that he would develop 225 stations by March 2007. I am interested to know how many stations have since been developed.

The conditions of the railway stations in New Delhi, Howrah, Sealdah, Victoria Terminus and Chennai are beggar description. It would be in the fitness of things if the assurances for cleanliness and passengers' amenities are translated into practice. I am sorry to say that the passengers' amenities are on the decline.

Late running of trains, even superfast trains such as Rajdhani, Poorva, Kalka, Coramandal have become the order of the day. The quality of food served in these trains is of very sub-standard. The suburban commuters are on the increase but the facilities are declining. More trains at frequent intervals are strongly felt. In the Howrah Amta line of the South Eastern Railway, the distress of the commuters is beyond description. The level crossing work at Bargochia station is SE Railway, though assured, has not yet been started.

There are some important stations in the Eastern Railway namely Burdwan, Bandel, Sheoraphali, Serampore, Kalyani, Krishnanagar, Behrampore, Dankuni, etc. These stations have to be included in the scheme for developing model stations.

Some more Road Over Bridges are badly needed. They are Kamarkudu, Mogra, Rishra, Bamipur in the Eastern Railway. The Road Over Bridge work at Dankuni is going on. Janai Road Station under the Eastern Railway be declared as a heritage station. Survey as assured for Krishnanagar-Charatala be taken up at the earliest.

Now, I come to the point regarding railway hawkers. I would like to refer to the 22nd Report of the Standing Committee on Railways of the 14th Lok Sabha. The recommendations contained in paragraph five, page 3, may kindly be taken into consideration. If necessary,

Section 144 of the Railways Act be amended so that the livelihood of lakhs of people is safeguarded. I am sorry to say that the cases of torture, assault and intimidation on the railway hawkers in West Bengal, Bihar and Orissa are on the increase. We cannot tolerate these things which are unfortunately taking place under the popular Railway Ministry led by Shri Lalu ji.

Some Cooperative Societies have been registered under the Act. Let them be given recognition. Konnagore Railway Bazaar Samiti, in my constituency, is one of such Cooperative Societies. I would request the hon. Railway Minister to see that these Societies are taken into consideration while giving licences.

The hon. Railway Minister is specially requested to give some special consideration for the people of Assam. I would like to know the status of Lumding-Badarpur-Tripura-South Assam broad gauge project. This project was commenced in 1998 and this was scheduled to be completed by 2009. Till now, only 35 per cent of the works has been completed. I would like to know how the schedule will be completed by 2009.

The Assam State Government have failed to protect the security of the engineers and other persons including the contractors and their workers engaged in construction works between Lumding Junction and Haflong (N.C. Hills District) against the attack by local insurgents in the area while the Tripura State Government have ensured security and full protection. This matter needs to be taken up with the Assam Government.

There are some grievances of the loco running staff throughout the country and they have to be addressed properly. They have submitted a petition before the Railway Minister and the Railway Board. Our leader, Shri Basudeb Acharia has taken up their case.

Now, regularisation of coal and ash handling workers be expedited. It is their genuine and legitimate demand, and for realisation of their demands I feel that the Railway authorities should take a positive attitude.

The Indian Railways is the biggest public sector enterprise of our country. It is the symbol of our nation's unity and integrity. This public sector enterprise should not be privatised. It is unfortunate that process has been

started to privatise some of the sectors. The commitments contained in the National Common Minimum Programme must be honoured.

*SHRI KINJARAPU YERRANNAIDU (Srikakulam): The Indian Railways being a vital component of infrastructure required for continuous progress and development plays a paramount role in growth of country's economy. Railways, due to shifting priorities and ad-hoc policies could not make much head-way in their pursuit to expand rail network. Railways should also improve safety of operations by replacement of over aged assets, utilization of information technology for better customer interface and complete sanctioned rail projects. Railway had declared 2006-07 as 'A year of customer service with a Smile', which did not offer good passenger amenities to mail/Express trains, and Superfast trains in qualitative and quantitative.

Sir, I would like to draw your kind attention towards my constituency is very backward in rail network. It is very long coastal belt, which require a very sophisticated satellite rail network. I already submitted a representation dated 16.12.2005 with the details problems in my parliamentary constituency viz. stoppage of trains, development of railway stations from Itchapuram to Palasa under Kurdha Division and from Palasa to DusiRS under Waltair Division which is under control of the East Coast Railway, Bhubaneswar, I also want to state that the deteriorated conditions of railways stations in Andhra Pradesh. As I know that the proposal of Srikakulam station be made model railway station is pending in your Ministry. I request kindly to make instructions to the concerned that the work may be expedited to make Srikakulam a model satellite railway station as district headquarters, which is also my Parliamentary constituency headquarters.

I also want to draw your attention that—Secunderabad, Visakhapatnam and Vijayawada stations are giving good revenue to the railways instead of this they are not being included in the selected provisional list for Wi-Fi facilities which is provided in 50 railway stations. It is pertinent to mention here that not a single railway station of southern zone has been included in the selected list of Wi-Fi facilities.

*The speech was laid on the Table.

Required Train Halting/Stoppage on the Following Stations.

- | | | |
|-----------------|---|--|
| 1. Palasa | — | Extension of Neelachal Express from Kurdha to Palasa. |
| 2. Mandasa Road | — | Vishka Express Halt. |
| 3. Sompeta | — | Konark Express Halt. |
| 4. Itchapuram | — | Howrah-Yaswantapur (Superfast Ex. Daily) Puri-Ahmadabad (Tri weekly Express) Tiruvananthapuram-Howrah (weekly twice) |
| 5. Ulram | — | 7479, 7480 Trains halting and |

The Itchapuram railway station is gateway of Andhra Pradesh, it should also be created a model railway station. Not only in my Parliamentary constituency but also in other areas of Andhra Pradesh require train stoppage/halting in Visakhapatnam and Mahaboobnagar districts:—

1. Anakapalli-Falukhnuma Express halt, and Link Express.
2. Road over bridge near Appannapolly in Mahaboobnagar District.
3. Second platform in Wanaparthy Road Station.
4. Improvement of facilities in Gadwal Station.
5. Stopping the Express trains in Wanaparthy local and Bolanagar stations.

And also I requested for computer reservation system facility may also be provided at Sompeta, but no action has been taken as yet. The East Coast Railway authorities have already submitted the proposal. I also draw your attention towards deteriorated passenger safety. I request necessary passenger safety measures to be taken in all the railway stations at the earliest. There would be imminent disastrous due to wrecked bridges in Andhra Pradesh. We have already submitted the list of wrecked bridges, to be repaired immediately so that any untoward incident may be averted.

I also want to draw your kind attention that Secunderabad, Visakhapatnam and Vijayawada stations

[Shri Kinjarapu Yerrannaidu]

are giving good revenue to the railways instead of this they are not being included in the selected provisional list for Wi-Fi facilities which is provided in 50 railway stations. It is also pertinent to mention here that not a single railway station of southern zone has been included in the selected list of Wi-Fi facilities.

All members of Rajya Sabha and Lok Sabha from Andhra Pradesh have also submitted the list of long pending proposals of Andhra Pradesh viz. New Railway Lines, New Passenger Trains, Express Trains, Extension of Trains, Railway Over bridges, New Survey of Lines, Passenger amenities, Halt of trains. All the proposals are still pending.

Visakhapatnam is not only the second largest city of Andhra Pradesh but also one of the fastest growing cities in Asia. Major industries such as shipbuilding, oil refinery, power plants, cement plants, steel plants exist here. It is also fast emerging as one of the host destinations for IT Sector. It is also rich in mineral deposits. Visakhapatnam was included under East Coast Railway on 1st April, 2003, East Coast Railways covers three states. There has been a record increase in revenue to this Zone on account of both freight loading and passenger traffic, which is contributed by economic activity in Visakhapatnam. The total revenue is Rs. 2400 crore. Keeping in view of its strategic, tourism, commercial, economic importance and for overall development of the area, I request you consider creating a separate Railway Zone for Visakhapatnam.

I would also like to state that Nandalur Railway Station once a busy center know for rail, freight and passenger movement in Guntakal Division, of late is slipping gradually into a state of diminished economic & passenger activity. The negative trend has started when the steam shed got closed in 1994. The Nandalur station has huge infrastructural set up and railway institute etc. worth crores of rupees, which is located on the Chennai-Mumbai Grand Trunk Line. People who are mostly from the backward classes inhabit the place and a majority of them are dependent on Railways for a living. I earnestly request you to reverse the present trend of reducing the presence of railways in the areas and simultaneously improve the living conditions of the local by establishing a Traction Loco Shed at Nandalur, Kadapa District, Andhra Pradesh.

I urge upon the Hon'ble Railway Minister to kindly consider my proposals so that better passenger facilities/amenities may be provided to the railway passengers

[Translation]

*SHRI RAVICHANDARAN SIPPAPARAI (Sivakasi): Sir, I am grateful to you for providing me with an opportunity to speak on the Supplementary Demands for Grants of Railways and I would like to put forth my views on behalf of our party Marumalarchi Dravida Munetra Kazhagam led by Shri Vaiko. At this juncture, I would like to congratulate the Indian Railways for a significant contribution of linking the Kashmir valley with the rest of the country thereby strengthening national integration.

Our ancient Sangam Poet sang in Tamil that "all are kinsmen and the world is one". But still, the Tamils are being ignored, sidelined and neglected. The Railways that has got a total railway line length of 63,372 kms. has witnessed electrification to a length of 17,907 kms.

We have been, time and again, impressing the Railways to go in for electrification of the entire stretch that links Chennai with Kanyakumari. But it has been left half done. This railway route is vital and a lifeline that links the north of Tamilnadu with the South. Important towns like Tuticorin, the Port City, Madurai, the Temple City and Kanyakumari, the Tourist and Pilgrimage Centre, are situated to the south of Tiruchirappallai. Hence, there is an urgent need to go in for electrification between Tiruchi & Tuticorin and also between Kovilpatti & Kanyakumari. This length is just about 450 kms. and it needs to be attended to immediately. Similarly, our long felt demand to go in for double track between Villupuram & Tuticorin via Tiruchi & Madurai has also been neglected so far. "A Government is one that conceives a plan and goes for earnings and conserves such revenue while apportioning them carefully for viable further plans", says Thirukkural. But we find discrimination in apportioning of funds meant for projects in Tamilnadu.

Along with Golden Quadrilateral - National Highways Project, dedicated Freight Corridor was conceived by the Railways and hence North Freight Corridor and South Freight Corridor linking Mumbai with Delhi and also Kolkata with Delhi were announced. But this project is still under consideration after making mere announcements. Even yesterday, we were reminded of that by the Japanese Prime Minister, who mentioned that dedicated Freight Corridor between Delhi and Mumbai will be a backbone to our industrial growth.

*English Translation of the speech originally delivered in Tamil.

Rs.25 crores was allocated for gauge conversion between Virudunagar and Manamadurai. This was announced in this year's Railway Budget. This work must have started this year and must have been completed by next year. But there is a delay. The Railway station in Aruppukkottai has been greatly affected by the delay in progress of this gauge conversion work. It remains closed because computerized reservation terminal has been closed there. Hence, I urge upon you to make operate a computerized advance reservation counter in the heart of Aruppukkottai town. The path for pedestrians, near the railway over bridge situated in Kovilpatti, has not been taken up. This is causing great inconvenience to the public. The payment towards leasing of land for this purpose is also pending. We learn that the Files pertaining to this are shuffling between Madurai and Delhi.

Thiruthangal Railway Station in my constituency handles about thousand passengers a day earning about Rs.20,000/- per day. But, this station is functioning as a single room station. This pathetic situation must see a change. IRO charge of Rs.15/- on every ticket reserved in advance through I-Card must be rescinded. A stoppage may be given of sttal for the propersed KOVAI-NAGERCOIL expres train at night which must be made a daily express.

I have been making several requests and placing forth many demands on behalf of my constituency and also on behalf of Tamilnadu. But many of them remain unattended. There are many announcements. Announcements do not make implementation if they are not carried forward in right earnestness. Hence, I urge upon the Railway Ministry to redress our grievances. Announcements may be sweet, but only to the ears like paper-flowers that may have beauty, but not fragrance. Reminding you of our demands and also reminding you the time is running out, let me conclude.

SHRI GANESH SINGH (Satna): Hon. Chairman, Sir, I want to express my thanks that you provided me an opportunity to express my views on Supplementary Demands for Grants of Railways. It is true that railways has registered a remarkable growth. Whatever failure of the UPA Government is there, we look at railways with some degree of success. During last year i.e. in the year 2006-07 railways earned a profit of more than rupees 20,000 crores. I would like to tell the Minister of Railways that the constituency which I represent, has the credit of

producing more than one-third of total cement production of the country and it bags more than seven thousand crore rupees business from here in a single year. But I would like to tell the hon. Minister of Railways that in comparison to the pace of earning profits, railways is far behind in providing security and other facilities to railway passengers. On one hand, the hon. Minister Railways says that we want to make the Indian railways the best railways in the world but I think that he is not aware of other facts that even the basic amenities are not available for railway passengers at small station of the country. I have consistently tried to draw his attention towards these issues but so far nothing has happened. I would like to present some examples before you.

Everyday the passengers are looted and their belongings are frequently stolen by thieves. They are very often duped with poisonous substances, numerous such incidents are occurring everyday but no steps for controlling such incidents are visible. Unauthorized vendors are selling sub standard items in the trains as well as at railway stations. Many such incidents have been reported. The bedrolls provided to the passengers are found in such a bad conditions that they very often stink. The passenger coaches provided in the trains have already outlived their lifespan. This results in increasing number of accidents. Particularly, the coaches attached to the trains running in West Central Railways are in very poor condition. The Railway Enquiry facility at the railway stations are also not in a good condition. On one hand we are talking about modernisation of railways and on the other the railway enquiry is in such a deplorable condition that you go on making a call but there is no one to respond. At many places, at least railway enquiry services do exist but due to shortage of manpower there passengers do not get information on time. It is true that at certain stations of the country the arrangements are fine but that does not mean that the conditions of all the stations of the country have improved. I myself was travelling to Satna from Delhi in Mahakoshal Express last month wherein my two mobile phones were stolen between Mathura and Agra. Numerous such incidents take place.

Sir, there are two trains that pass through my constituency one from Rewa to New Delhi and other from Jabalpur to Delhi but their time schedule is very odd. I myself have met the hon. Minister and the Chairman. ...(*Interruptions*)

MR. CHAIRMAN: Ganesh Singh ji, you have taken more than four minutes. Four minutes of time is fixed for each Member.

SHRI GANESH SINGH: Apart from them, I met other officers too, but their schedule did not change. Both the trains reach here in the afternoon. I request that you kindly arrange that at least one train out of these two, reaches Delhi by nine O'Clock in the morning, I had demanded for electrification of Katni to Allahabad, Manikpur to Jhansi and Satna to Rewa railway lines.

MR. CHAIRMAN: You please conclude, you have already taken more than four minutes. Every Member is getting four minutes time.

SHRI GANESH SINGH: Mr. Chairman, Sir, I am concluding I request that till today doubling of Jhansi to Manikpur and Rewa to Satna railway lines has not been completed and doubling of Manikpur to Allahabad railway line is yet to be completed, I have consistently demanded that a passenger train may be started between Chitrakoot Dham and Maihar. Every year more than fifty lakh pilgrims arrive there but no direct means of transport has been provided there. The people of that area have been consistently demanding for Rajkot express, but till today it has not reached Satna. Former Minister for Railways had assured us but still it has not reached Rajkot, I went for Rail Roko Aandolan for getting more passenger facilities at all the railway stations falling under my constituency but our voice had not been heard till today.
...(Interruptions)

[English]

MR. CHAIRMAN: Nothing will go on record, except Mr. Devvrat Singh.

...(Interruptions)*

[English]

MR. CHAIRMAN: Mr. Devvrat Singh, you should start your speech. Nothing will go on record except your speech.(Interruptions)*

[Translation]

SHRI GANESH SINGH (SATNA): Mr. Chairman, Sir, please give me an opportunity to express my views.

MR. CHAIRMAN: Please lay rest of your speech on the Table.

*SHRI GANESH SINGH (SATNA): In the current financial year you introduce eight trains in the name of Garib Rath but there is no Garib Rath for the State of Madhya Pradesh. It is my demand to introduce a Garib Rath from Delhi to Satna-Rewa. Construction of a Railway overbridge over a crossing at the National Highway in Maihar city of Satna district on Allahabad-Bombay route was approved by the National Highway Authority of India but as far as construction of the under bridge is concerned, the Railways are requested to construct the same at their own expense. There is a surplus railway land lying near the Collectorate Building near the Satna Railway Station. The land at Satna has been demanded in lieu of land of Madhya Pradesh Government lying at Maihar which is required by the Railways, you are requested to kindly give its approval.

The Railways are facing a crisis of water at Satna. Earlier I had suggested to give approval for construction of a new stop dam over the Satna river. The Jabalpur-Rewa Inter city Express, Uchahra Express and Rewanchal Express should be provided stoppages at Vaghar Road, Majhgaunur and Vaghar Road Station respectively. The Uttar Pradesh Sampark Kranti Express should be run on daily basis. It has been declared that Satna and Maihar Railway Station will be model stations but passenger amenities are very scanty there and there are heaps of litter and number of illegal vendors is increasing there. It should be contained and situation of the Satna Railway Colony should be improved. Enquiry should be conducted into the construction work being carried out at Railway Station falling in my constituency as there is a lot of bungling in those works. A new train should be introduced from Satna to Bombay.*

*SHRI DAHYABHAI VALLABHBHAI PATEL (Daman and Diu): Sir, I am thankful to you for providing me an opportunity to participate in the debate on Supplementary demands for grants of Railways for 2007-08. I would like to take this opportunity to draw The attention of the hon'ble Minister of Railways to the problems being faced by the people living in my constituency of Daman and Diu with regard to the Railway facilities. At the outset I,

*Not recorded.

.... This part of the speech was laid on the Table.

through you, would like to draw attention of Ministry of railways towards the urgent need to construct an overbridge over Balitha Railway crossing at Vapi in Gujarat and widen the underbridge at Karambeli Railway level Crossing. Heavy vehicular traffic enters Daman from Dabhel via Balitha Railway Crossing from the National Highway no. 8 being situated on the Mumbai-Ahmedabad main rail line, Balitha Railway crossing remains most of the times closed thereby leading to long queues of vehicles on both sides. Balitha Railway crossing is main approach route for the NH-8 from Dabhel Somnath and from Kachigaon to Dabhel in Daman. Therefore, there is an urgent need to construct an overbridge over this railway crossing. Similarly, Karambeli Railway crossing is also an important approach route for Mumbai-Ahmedabad.

I would, therefore, request the Government to issue directions to the concerned officers to conduct survey for construction of an overbridge over Balitha Railway crossing and expansion of the Karambeli Railway crossing under the Western Railway at the earliest so as to remove difficulties being faced by the public at large.

In the same context I would like to make a mention of the main Railway station of Vapi in Gujarat. As regards revenue generation, Vapi is the most revenue earning Railway station after Surat. The daily revenue earning of this station comes around Rs. 11-14 lakhs. For this very reason, this station has been declared as Super Station of 'A grade' but so far as providing halt to Express trains at this station is concerned, situation of this station is extremely poor in spite of the fact that this station assumes considerable importance due to its proximity to important places. From this station distance of Daman Silvassa and Maharashtra border is 7 K.M., 11 K.M. and 15 K.M. respectively. Besides, this is surrounded by four parliamentary constituencies Balsad, Danu, Silvassa and Daman). People from all these four constituencies will be benefitted if all Express trains are provided stoppages at this station.

Our request made from time to time for providing stoppage to Express trains at Vapi Railway Station has been partially accepted. I would like to submit in this regard to hon'ble Minister of Railways that 9017 Down Sourashtra-Janta Express stops at Vapi and 9006 up Swarashtra Mail stops here, Stoppages of both these trains should be provided at Vapi during their up and down journey. The train no. 9109 and 9110 namely, Gujarat Queen running between Ahmedabad and Balsad

arrives at Balsad at 12.25 A.M. and departs from there at 4.25 A.M. In this way this train remains stationed at Platform no. 1 of the Balsad railway station for about three and half hours. No maintenance of this train is done at this station. This train arrives at Ahmedabad Railway Station at 10.10 A.M. and departs from there at 6.10 P.M. after a stay of 8 hours. All of its maintenance work is done at Ahmedabad. Route of this train can easily be extended upto Vapi. 9057-9058 Inter City Express running between Balsad and Badodara arrives at 10.10 A.M. and departs from there at 5.40 P.M. The route of this train should also be extended upto Vapi. Whenever a request is made to Railways in this regard, it is contended by the Railway authorities that adequate operational and maintenance facilities are not available at Vapi Railway Station. I would like to submit in this regard that adequate facilities are available at Vapi Railway Station. Engine of the shuttle train coming from Mumbai is changed here and it departs for Mumbai. Even then if terminal and other facilities are not available there, those should be made available here keeping in view level of supers 'A' grade. I would like to mention in this regard that 42 trains stop at Balsad Railway Station and its annual revenue comes to Rs. 1694.33 lakhs while 26 trains stop at Vapi Railway Station and annual revenue of this station is Rs. 1.50 crores. Therefore, all facilities should be made available at this station and these trains should be extended upto this station.

2951-2952 Delhi-Mumbai Rajdhani Express covers a distance of 450 kilometres between Mumbai and Baroda without any stop. This train should be provided stoppage at Vapi. It will be very beneficial for the passengers of this route and Railway revenue can also increase. Besides, 2961-2962 Avantika Express, 5663-5664 Awadh Express and, 2431-2432 Trivendrum Rajdhani, 6333-6334, 6335-6336 and 6337-6338 Konkan Express trains should also be provided stoppage at Vapi.

In this regard I would like to draw the attention of the hon. Minister of Railways to the fact that in the year 1997 when the then Minister of Railways Shri Ram Vilas Paswan visited Vapi to inaugurate an over bridge, he had given this assurance that the route of Gujarat Queen and Intercity Express trains would soon be extended up to Vapi. This assurance has not been fulfilled so far and it should be fulfilled immediately.

In this regard, it would be proper to State that biggest industrial estate of Asia is located in Vapi. Several big industries are being established in Daman, Diu and Dadra

[Shri Dahyabhai Vallabhnbhai Patel]

Nagar Haveli Union Territory. The Government is giving the five years tax holiday. As a result of it there is constant increase in traffic at Vapi railway station. The revenue obtained from this railway station is also likely to increase inordinately. Therefore, the hon. Minister of Railways is requested to ensure that all these trains including Express trains running on this route via Vapi should be halted at this railway station. I hope that the hon. Minister would soon implement these suggestions after giving them due consideration in view of the problems being faced by the people.

[English]

*SHRI N.Y. HANUMANTHAPPA (Chitradurga): Sir, While supporting my brother MPs of Karnataka viz. Shri Prahalad Joshi and Shri Shivanna about their views. I like put forth a few more demands of my Constituency i.e. Chitradurga Constituency of Kamataka.

- (1) Nearly 10,000 trucks everyday move from Davanagere to Bangalore carrying iron ore and other articles as such to reduce the lorry transport and augment the revenue to Railways. It is necessary to introduce a new railway lane between Tumkur, Sira Hiriyur Chitradurga which in turn will connect Bangalore on one side and Davanagere on the other side.
- (2) Increase the number of reservation at Molkalmuru Railway Station of Chitradurga District.
- (3) Put more two more bogies on the Railway lane starting from Chitradurga to Rayadurga.
- (4) To convert the train moving from Rayadurga to Belary to Express.
- (5) Improve the Railway Station of Chitradurga with necessary facilities.
- (6) Open concrete sleeper factory between Chekakere and Chitradurga.

With my above demands I support Railways Supplementary demands.

(Translation)

SHRI DEVWRAT SINGH (Rajnandgaon): Mr. Chairman, Sir, I support the Demand of Supplementary

Grants of the Railways mooted in the House by the hon. Minister of Railways, Shri Lalu Prasad ji. The Ministry of Railways has made historical contribution to the national economy. Indian Railways has been the lifeline of this country. However, three and a half years back it seemed that our lifeline had become sick. The manner in which hon. Lalu Prasadj and his Cabinet colleagues and the entire Railway Board have managed and operated the Railways is exemplary and its glorious achievements are being studied at the Stanford University, USA and in the Indian Institute of Management, Ahmedabad in the form of a case study.

18.00 hrs.

Definitely they deserve all applause. The provision for Udhampur, Baramulla railway line, the Information Technology provision of the Human Resource Development and the provision of double brake engine through the Demands for Supplementary Grants is a welcome step. Through you, I would like to thank hon. Laluji for his decision that Railway stadium would be provided to all the institutions promoting sports. It is definitely a welcome step. I represent the Chhattisgarh Lok Sabha constituency. ...*(Interruptions)*.

MR. CHAIRMAN: If all the hon. Members agree the time of the House is extended by one hour till the reply of the hon. Minister of Railways.

SHRI DEVWRAT SINGH: There is a place called Dongargarh in my Lok Sabha constituency where there is a famous temple of Bamleshwari Devi. The hon. Minister is requested to lay a new railway line from Dongargarh to Khairagarh via Chhivakdal, Dandai, Vardha. A survey was conducted in the past for this purpose. There are iron ore reserves which would earn high income for the Railways. Besides the railway line up to Galiirajra should be extended up to Manpurmauli Chowki. Lastly, I would make two requests that Jnaneshwari Express which terminates at Pune should be given stoppage at Dongargarh and Rajnandgaon. Alongwith this the Azad Hind Express plying via Pune should be given a stoppage at Dongargarh and the Howrah Kundla train should also be given a stoppage there.

Mr. Chairman, with your permission I lay rest of my speech on the Table of the House.

*Under the Rajnandgaon Lok Sabha Constituency, from Hawraha to Kurla Jhaneshwari Express, Bhuvneshwar to Kurla, Hatla to Kurla and Howrah to Kurla Express should be stopped in Rajnandgaon railway station.

Stoppage of Bilaspur-Nizamuddin and Howrah-Poona Azad Hind Express should be provided at Dongargarh railway station.

The railway has a sufficient land in Dongargarh and if it is used properly then definitely local people and the people of Chhattisgarh will get its maximum benefit. So, one pit line should be constructed for the expansion of Dongargarh station.

Mother Barnleshwari Devi fair is held twice a year in Dongargarh and in the month of February, a vast fair is organized in Pragyagiri in which people from Chhattisgarh, Maharashtra and every nook and corner of the country participated and people have to face many problems due to the narrow pedestrian bridge during the fair and other normal days. That is why another wide pedestrian bridge should be constructed. The stoppage of Gondwana Express and Azad Hind Express is essential at dongargarh. The Samath Express bound to Durg should be extended upto Dongargarh.

The P.R.S. counter should be operated in two shifts. In view of the possibility of tourism in Dongargarh, Rail Yatri Niwas facility should be provided.

Provision should be made to have all announcements related to railway information in Chhattisgarhi language apart from Hindi at station for the convenience of passengers of Chhattisgarh State and rural people at all railway stations in Chhattisgarh. All the labourers of Chhattisgarh State go towards Maharashtra and other South Indian States for livelihood and wage earning, therefore, one train from Chaandafort to Dongargarh should be introduced for the facility of passengers.

SHRIMATI KALPNA RAMESH NARHIRE (Osmanabad): Mr. Chairman, Sir, through you, I would like to express my gratitude to the hon'ble Minister of Railway for making provision of Rs. 90 crores in this railway budget for my constituency but to complete this Broad gauge line, there is some hurdle for railway station

to be constructed in Barshigaon due to some problem of land. I have talked to the hon'ble Minister of Railway in this regard but nothing has happened so far. I hope that you will pay attention towards it and the work of Barshi railway station will be completed expeditiously.

Sir, all MPs have given the letter to change the timing of Siddhewar Express originating from Solapur. We all also met hon'ble Minister of Railways but timing has not been changed so far. Its timing should be changed to 9 O' clock at night from Solapur.

Sir, in my constituency there is a demand for one new line Osmanabad-Tuljapur-Solapur. That should also be considered. There is a demand for level crossing at railway line passing through Vashibe Village of Karmala Taluka in my constituency. I have sent a letter to the hon'ble Minister in this regard but till date nothing has happened in this regard. Kulab Road station located at Latur-Osmanabad Kuiwadi Broad gauge line should be given 'B' grade and there should be two tracks. I request to the hon'ble minister to fulfill our demand.

[English]

SHRI CHENGARA SURENDRAN (Adoor): Sir, I would like to raise only two or three points.

There is a long-pending demand of the people of Kerala that a separate Railway Zone should be set up for Kerala. We, all the MPs from Kerala, have raised this issue before the hon. Prime Minister, hon. Railway Minister and the Chairperson of the UPA, Shrimati Sonia Gandhi. They all listened us about this, but so far nothing concrete has come out. So, I once again, on behalf of the people of Kerala demand that a separate Railway Zone should be set up there immediately.

18.06 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Sir, I want to raise another point. In Kerala, presently gauge conversion work of Kollam-Chengotta railway line is going on. This work is to be completed in two parts. The first part of work is from Kollam to Punular station and this work is scheduled to be completed by the end of this year. But the gauge conversion work of the second part, that is, from Punular to Chengotta has not been taken up. My humble request is that the Government

* This part of the speech was laid on the Table.

[Shri Chengara Surendran]

should take up this work on priority basis and it would be very helpful to our hon. Minister of State also.

I would also request the Government to modernise and upgrade two major railway stations—Kottarakkara and Punalar—on this part of the railway line.

People of Kerala, time and again, have been making a demand for the parallel railway line to M.C. Road in Kerala, covering the cities like Chengannur, Adoor, Kottarakkara and Trivandrum. If this new line is laid down, it will help crores of pilgrims visiting religious places like Sabarimala, Achenkovil Temple and Manginakara Church. It will also help in promoting tourism.

Sir, the number of railway passengers is increasing day by day, but railway reservation facility in my constituency, Adoor, is not available. So, I would request the Government to set up a Railway Reservation Centre in Adoor immediately as it will benefit the passengers. Lakhs of Malayali people are working in Delhi, Bangalore, Mumbai and other major cities of North India. These people often come to Kerala during summer vacation, winter vacation and on festivals like Onam, Ramzan and Christmas. But the number of trains operating between these destinations is not sufficient. So, my request is that the Government should start some more trains from these places to Trivandrum and other important places of Kerala.

[Translation]

MR. DEPUTY SPEAKER: Sir, I would request the hon'ble Members that I have a long list and you finish your point within 2-3 minute. Those Members who could not speak can lay their speeches, on the Table

[English]

They will also form part of the proceedings. I assure you that the hon. Minister will certainly look into your written statements also.

*SHRI E.G. SUGAVANAM (Krishnagiri): I would like to support Supplementary Demands for Grants (Railways) for 2007-08.

At the outset, I would like to thank Hon'ble Railway Minister, Shri Laluji & Veluji for dedicating the newly laid Manamadurai-Rameswaram BG line to the nation. It assumes significance in view of the structural modifications

made on the Pamban Bridge (across the sea) with much lesser cost. It serves as a vital link for national integration. I also request the Hon'ble Railway Minister to consider introduction of more trains from Rameswaram/Kanyakumari to various destinations in the country. This will promote domestic tourism and industry.

Sir, it is not out of place to mention here that the finance of the Indian Railways has improved dramatically after the UPA Government assumes office three years ago and several thousands of Kms. of MG lines have been converted into BG line.

However, I am sorry to state that earlier it was promised that a survey would be conducted for laying of a new railway line between Jolarpettai and Hosur via Tirupathur, Kandiyyur, Barugur, Orappam, Krishnagiri and Sulagiri. In spite of that the survey work has not even started. Several times I have raised the matter on the floor of the House and also outside and the Minister has assured for early action. Despite this, no action has been taken in this regard. If there is considerable delay in conducting the survey, I wonder how long will it take to finish the project! This project is a long pending demand of Krishnagiri district and people expect that this project to be completed at the earliest. Therefore, I demand that the survey work should be started immediately and also steps should be taken for laying of a new railway line without any further delay.

I also thank the Hon'ble Railway Minister for creation of Salem Railway Division. The demand for the Railway Division at Salem was being aired over 50 years. Hon'ble Chief Minister of Tamil Nadu, Dr. Kalignar and other political parties in the State repeatedly pressed the demand and its creation would not affect the existing Palghat division in any way. The announcement for the same was made in 2005-2006 Railway Budget. In the absence of a separate Divisional Office at Salem, often there are some technical and administrative problems. Therefore, the demand is just and genuine one and also from the administrative point of view of the Railways. For the creation of Salem Division not a single inch of land has been acquired from Kerala. To the contrary, 24 km land of Tamil Nadu is still lying with Palghat Division and the concerns of the other side is also addressed to. Even the Hon'ble Supreme Court refused to intervene and dismissed the petitions filed against the opening of the Division. Hence, I urge upon the Hon'ble Railway Minister to take necessary steps to resolve the difference, if any,

*The speech was laid on the Table.

over the issue and inaugurate the Salem Division on September 14, 2007 as scheduled by Dr. Kalignar, Hon'ble Chief Minister of Tamil Nadu and to fulfil the long pending aspirations of the people of Tamil Nadu.

I also thank the Hon'ble Railway Minister for laying of a new railway line between Salem-Karur under the new Salem Division.

There was a proposal by Railways for introduction of bullet train between Mumbai-Ahmedabad. Likewise, the railway traffic between Chennai-Bangalore and Chennai-Madurai is very heavy. This line fetches huge revenue to the Railways. Hence, Railways should consider introduction of Bullet Trains on the above two routes.

Sir, there are some specific points which I would like place before you for your kind immediate consideration and favourable action—

- (i) Hosur is fast becoming an IT major. An Information Technology Park is going to be set up at Hosur shortly.

With the result, huge railway traffic is expected at Hosur in the near future. Hence, Hosur railway station should be renovated and modernized. More train services should be operated between Hosur and Bangalore particularly this line should be electrified shortly to facilitate faster movement of traffic;

- (ii) Time bound completion of all pending/ongoing railway projects in Tamilnadu and allocation of adequate funds for the same;
- (iii) Early linking of Chennai Egmore and Central railway stations;
- (iv) Accidents are frequently occurring in unmanned level crossings. In the recent past, number of such accidents has occurred. Railways should take steps to convert all unmanned level crossing into manned level crossing where there is significant number of vehicle movement.
- (v) As there are frequent complaints of serving of unhygienic foods in Railways adequate steps should be taken for serving quality and hygienic foods in Railways.
- (vi) Construction of Budget Hotels at Hosur/Jolarpettai.

- (vii) To increase the number of coaches in trains, which are running in full and usually, packed.

- (viii) In Garib Rath Trains particularly H. Nizamuddin-Chennai, there is no facility of Pantry Car. The passengers particularly women, children and old aged people are facing lot of difficulties for getting food, water, tea/coffee, etc. for their lengthy 34 hours journey. Moreover, the above train always running several hours late and reaches the destinations at odd hours. Hence, I urge upon the Hon'ble Railway Minister to immediately provide Pantry Car facility in the Garib Rath Train. I also request the Hon'ble Railway Minister to introduce more such trains to various destinations in the country.

With these words, I thank you, Sir, for giving me an opportunity to participate in the Supplementary Budget.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Deputy Speaker Sir, through you I would like to attract the attention of the hon'ble Minister towards the agitation to be launched by the Vendors all over the country and before taking any action by the Ministry of Railway they listen to me.

I have received two letters from Ministry of Railways. The licence fees has been increased 8 to 10 times for vendors working at railway stations. According to the letter dated 3rd of May this fees is Rs. 82,216/-and according to the letter which I received in the month of June, this fees is increased to Rs. 7 lakhs. This is the reason for which the vendors went on launching agitation if hon'ble Railway Minister did not pay attention towards them. I can admit that any fees can be increased by one-two-three times but the fees has been increased upto 8-10 times causing resentment among the vendors. The passengers are also facing inconvenience. I request the hon'ble Minister of Railways that increased license fees should be withdrawn and the decision should be taken expeditiously in this regard. If no decision is taken then the passengers will not even get food on railway stations. The hon'ble Railway Minister had made one announcement in the last budget that the railway line from Amritsar to Anandpur Sahib will be completed. I suggested that there is to need to lay so long rail line. There is already one rail line upto Garhshankar. Only

[Shri Avinash Rai Khanna]

34-35 km. new line is to be laid. If that line is laid then two historic places will be inter connected. Apart from it, one train should be introduced from Anandpur Saheb to Patna Saheb. It will accrue huge economic profit and the Railway needs not spend on it. Rail line has been laid. If trains are introduced on this line, it would be beneficial from the religious point of view. If train is run on trial basis once in a week then you will find many tourists there. These two historic places have got international importance. I request that train should be introduced from Anandpur Saheb to Patna Saheb.

Sir, I hail from Hoshiarpur. When the country was under subjugation before independence, there was a railway line upto Lahore and the train used on that route. Sixty years had passed after independence. Even not a single kilometer railway line had been expanded. I request that without incurring any expenditure you complete this work. The DMU running from Hoshiarpur to Jalandhar should be extended upto Amritsar. The railways earn Rs. 1,45,000 in one day at the railway station. Daily 4000 passengers come and leave the station. An income of Rs. 6 crore is earned from goods here but there is not even a single facility. Goods like animals skin is unloaded there. There's a huge quantity of stagnant water. If the goods is not unloaded in time, the demurrage is charged. There are a number of industries there. If some facility is provided there and a goods train introduced, the earning of the railways may shoot up to Rs. 25-30 crore from earning of Rs. 16 crore.

At last, I would like to say one thing. There is a railway crossing at Kharota in the Ambala division in Anandpur Sahib. I have been requesting for the last three years that 15 villages are affected from that and it should be opened, but my request was not acceded to, I resorted to the Rail Roko movement. Our Chief Minister Shri Prakash Singh Badal asked us not to resort to 'Rail Roko' activity, as he himself would talk to the Minister of Railways. He also wrote to the Minister of Railways but it is a matter of regret that the crossing has not been opened as yet. The people of my constituency have resolved not to let any train pass Through there if the said crossing is not opened. So, open that crossing to facilitate movement of people of 15 villages. Children have to uplift their bicycles while crossing that gate. The crossing is already in existence there, it is to be opened and the Government would not incur any loss by doing this. Through you, Sir, I would like to request the railways

to fulfil the demand made by me. Railways would not have to incur any expenditure on fulfilling this demand but the public could get a lot of facilities there-from.

*The Hoshiarpur- Jalandhar-Firozpur bound train be named as Hoshiarpur-Firozpur. A new Hoshiarpur-Pathankot bound train be introduced. A train from Hoshiarpur to Haridwar be introduced once a week. The railway line in Hoshiarpur be extended upto Tanda. The Nangal-Saharanpur bound train be extended upto Haridwar.

CHAUDHARY BIJENDRA SINGH (Aligarh): Hon'ble Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on the supplementary demands for Grants of the Railway Budget. I would like to congratulate the UPA Government and hon'ble Lalaji as well. When he presented the General Budget despite limited means, the budget was appreciated across the country and abroad. Not to increase rail fares even after rise in prices of iron, petroleum etc. and make railways useful to public is in itself an example. Without elaborating, I would like to attract your attention to my constituency.

My district, Aligarh is a historical place. Aligarh Muslim University has a congested premises. Students from 10-12 countries come to study there. There are 30,000 students in that university. There are a lot of inconveniences there owing to which a good message is not sent out abroad also.

Through you, Sir, I would also like to draw the attention of the Minister of Railways to the railway line in Aligarh spanning from Aligarh to Bareilly. 60 years have passed since the country got freedom. There's no change in its condition as it is still the same as it used to be at that time.

The biggest problem is that the number of trains and the boggies attached thereto is the same as it used to be prior to country's freedom. I'd like to urge the Minister to introduce another train on top priority basis or provide facilities there-in or increase the boggies thereof. Aligarh is a congested city; where communal riots take place frequently. When riot takes place there, it breaks out in the entire country. I have repeatedly demanded in the Railway Budget to get a Rail over bridge (R.O.B.) constructed on the railway crossing or get a Rail under

* This part of speech was laid on the Table.

Bridge (R.U.B) constructed so that the occurring of accidents as well as casualties there is put to an end and it doesn't recur anywhere.

Sir, I had demanded the stoppage of trains there earlier also and again replicate my said demand through you Sir, since approximately 16 thousand students from Bihar study in university there. When the students go out of the university, they face a lot of inconvenience. Aligarh is a big city of industries. I have told you many-a-time that three trains like Lakshdweep Express and Shaheed Express originating from the National capital pass through there but none of these trains has a stoppage there. I would like to request the hon'ble Minister to provide a stoppage of atleast one of these trains there.

Sir, through you, I would like to remind the hon'ble Minister that a major chunk of country's population travels by the railways. As the AED, Automatic External Disibulator machines are installed at public places in other countries to tackle the situation in the eventuality of sudden heart attack to any person; similarly, we should also install the said machines at the major railway stations like New Delhi and Lucknow etc. so as to provide the common man this facility in the event of sudden heart attack to any person. With these words, I congratulate Laluji and support it.

[Translation]

*PROF RASA SINGH RAWAT (Ajmer): Sir, I would like to express my views in respect of Supplementary Demands of Railways. It is my request to accept the following suggestions and oblige. I have been requesting for this since long.

Super fast Ashram Express running between Delhi-Ahmedabad via Ajmer should be given stoppage for two minutes at Byawar station, which covers population of more than one lakh.

Computerized reservation facility for Jawans at Nashirabad station falling in a renowned cantonment area should be provided.

Ajmer-Bandra via Chittore-Ratlam train should be given stoppage for two minutes at famous Commercial Mandi Vijaynagar station, district Aimer. The construction of Ajmer-Pushkar rail line should be expedited.

Sir, I would request the hon'ble Minister of Railways Shri Laluji that Ajmer and Agra both are the ancient cities of historical importance. Earlier, a popular train called Ahmedabad-Ajmer-Agra Fort connecting Ajmer-Agra used to ply on metre gauge there. The said train had to be discontinued due to gauge conversion work. Sir, I request the hon'ble Minister of Railways to introduce a train between Ajmer-Agra at the earliest as gauge conversion work has been completed. Ahmedabad-Ajmer-Jaipur-Agra train should be restored. If it is not possible as of now, till then Jaipur-Agra-Gwalior intercity should be extended upto Ajmer.

On 5th July, 2007, during your visit to Ajmer, you had announced that Ajmer railway station would be upgraded as a world class railway station while dedicating Ajmer-Chittor gauge conversion to the public. Therefore, Ajmer should be accorded the status of world-class station and it should be developed accordingly as per your announcement.

The construction work of Ajmer-Pushkar railway line should be completed within the schedule at war footing. The survey of Pushkar-Medta railway line has been conducted time and again, now it is the high time to construct it in order to connect Ajmer with western Rajasthan.

The doubling and electrification of Ajmer-Jaipur-Rewari-Delhi line should be done at the earliest. Chetak Express should be plied on broad gauge from Udaypur to Delhi via Chittor-Bhitwara- Ajmer-Jaipur as it was being run earlier. Ajmer-Chittor-Kota intercity train should be introduced at the earliest. A passenger train between Ajmer- Ahmedabad and Ajmer-Delhi should be plied so that rural people can avail of the opportunity of journey through the train.

Ajmer should be linked with Guwahati by train service. The train between Ajmer and Chennai should be plied on regular basis. Jaipur-Amritsar train should be extended upto Ajmer. A direct train should be introduced on broad gauge line between Ajmer and Hedrabad. A new train Ajmer-Ratlam-Indore should be introduced.

A railway budget hotel should be constructed in Ajmer. Railway Hospital situated in Ajmer should be modernized and all latest medical facilities should be provided therein.

*The speech was laid on the Table.

[Prof. Rasa Singh Rawat]

The full capacity utilization of Loco and Carriage factories located in Ajmer should be done by modernizing them. Sports complexes of railways falling under Locos and Carriages, Ajmer should be developed as an appropriate complexes for sports events.

Super fast Ashram Express running between Delhi-Ahmedabad should be provided stoppage at Byawar.

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): A meeting of All Party Leaders, Whips and Panel Chairmen has been convened by the hon'ble Speaker. How will the House transact its business? Therefore, all the hon'ble Members should lay their speeches as early as possible and it will be followed by the reply of the Minister. ...*(Interruptions)*

SHRI KHARABELA SWAIN (Balasore): Leaders should go and attend the meeting. ...*(Interruptions)*

MR. DEPUTY SPEAKER: All have been called in the meeting including Panel Chairman, Chief Whips, Deputy Speaker. ...*(Interruptions)*

SHRI KHARABELA SWAIN: If Mr. Minister will not present here, shall we not be allowed to speak. *(Interruptions)* We are in opposition and what option except to speak is available with us. ...? *(Interruptions)*

[English]

SHRI C.K. CHANDRAPPA (Trichur): You can kindly allow one of the Senior Members to run the House so that the leaders and the whips can attend the Leaders' meeting.

[Translation]

SHRI KHARABELA SWAIN: What will the members of opposition do if not speak?... *(Interruptions)*

MR. DEPUTY SPEAKER: We are not forbidding you from speaking.

[English]

SHRI C.K. CHANDRAPPA: There are senior Members in the House. If you entrust them the job of presiding over the House, then the Deputy-Speaker Panel of Chairmen and the Whips can go for the Leaders' meeting. The discussion will be going on here. It is always

done like that. You can entrust to some senior Member the job of presiding over the House.

MR. DEPUTY-SPEAKER: That is all right. Even then I would request that the hon. Members should be very brief and they should give only suggestions.

DR. BABU RAO MEDIYAM (Bhadrachalam): While supporting the Supplementary Demands for Grants of the Railways, first of all, I would like to make a suggestion on an important issue. This matter is pending with the Railway Board for so many months. The Government of Andhra Pradesh spent about Rs. 500 crore this year on animal husbandry, dairy and fisheries.

In this, they are importing 96,000 buffalos and 36,000 cows from Haryana, Punjab, Gujarat, Maharashtra, Karnataka and Tamil Nadu. They require about 220 railway rakes for this purpose. I would request the hon. Minister of Railways to help the State in this regard and arrange the necessary rakes, probably with fodder, to transport these animals to the State.

Work on about 10 ROB's has been pending in Andhra Pradesh at ten places. Those works have already been sanctioned and the State Government has made its 50 per cent contribution. Even then they were not funded by the Railways. I would request the Railway Minister to take up these works and complete them at the earliest.

In my Constituency, survey for a new line between Bhadrachalam and Kovvur was conducted and the rate of return was estimated to be 26 per cent. However, that work was not sanctioned. I would request the hon. Minister to include the work on this new line and complete it soon by allotting funds. This will reduce the distance between Visakhapatnam and Hyderabad by 200 kilometres. This is an alternative route which passes through backward areas. The line between Nadikudi and Srikalahasti is also pending.

With regard to MMTS local trains in Hyderabad city, about two-thirds of the amount is already spent by the State Government in Hyderabad and Secunderabad. The Indian Railways should support this scheme. The Government of Andhra Pradesh has already deposited 50 per cent of funds for new lines like broad-gauge line between Nizamabad and Adilabad via Armoor, and the line between Pandurangapuram to Sarapaka in Khammam District. Hence, I would request the Ministry to sanction these lines in the coming Railway Budget.

There is a big route which was sanctioned in 2000-01, the Kotipalli-Narsapuram. Other lines which were sanctioned were Nandyal-Erraguntla; Kakinada-Pithapuram; Macherla-Nalgonda; and Peddapalli-Karimnagar-Nizamabad. I would request the Minister to consider all these demands. I support the Supplementary Demands for Grants (Railways).

SHRI P.C. THOMAS (Muvattupuzha): My first suggestion is with regard to the Tatkal scheme. Tatkal scheme was introduced to accommodate the passengers who happen to travel with very short notice due to some emergency. What is being done now is the number of Tatkal tickets is being increased and that is resulting in reduction of regular tickets. So, ordinary passengers are being made to pay tatkal charges because of this. The Ministry may try and find out some way to avoid this situation. They can either increase the number of ordinary tickets or rationalize the number of tatkal tickets.

There was a suggestion which has been pending for a long time and that is about deployment of one doctor each in all the long distance trains. I think that should be implemented soon.

In densely populated areas it is very difficult to get land for construction of new lines. Take for example my State. The Railways could think of constructing underground railways. It is possible to construct underground railway lines throughout the State of Kerala. If this is done, faster trains can be introduced.

The idea of super fast trains is very good but generally these super fast trains do not run super fast and yet super fast charges are levied on passengers. This has to be looked into.

Lastly, my friends from Kerala had already suggested setting up of a Zone with its headquarters in Kerala. We do not say that there should be a Zone for Kerala. It is not that Kerala wants a Railway Zone for itself. But the headquarters of a Zone can be situated in Kerala. The Southern Railway which has one of the largest route kilometres, 5231 route kilometres, needs to be divided. There are small Zones like the South-Eastern Railway with only 2432 kilometres and Eastern Railway with only 2383 kilometres. So, why cannot we divide the Southern Railway into two Zones with one of the Zones having its headquarters in Kerala catering to some areas of Tamil Nadu, Karnataka and Kerala?

SHRI HITEN BARMAN (Cooch Behar): Thank you, Mr. Chairman, Sir, for the opportunity.

I rise to support the Supplementary Demands for Grants of Railways. I would like to draw the attention of the hon. Railway Minister, through you, that many projects are incomplete in the North Frontier Railway. In this Supplementary Demands, there is no allocation for the on-going projects. Hence, I urge upon the hon. Minister that all the on-going projects are completed as early as possible and funds are allotted for Alipur Dooar-Bamanhat double line, Mainaguri Jogikhopa broad-gauge line. The Railways has declared a special train 'Garib Rath' from Gauhati to Kolkata but there should be stoppage of the train in New Cooch Behar station because Cooch Behar is the heritage city and the said station is very busy with passengers.

I would like to state here that West Bengal has a tremendous potential for tourism development. From Dooars to Sundarbans, there are many tourist spots. I would like to demand special trains for the development of tourism.

Firstly, the hon. Minister is well aware that we have target tourists in this circuit (Dooars to Sundarbans). So also package tours between Siliguri-Madarihahat-Cooch Behar for the Dooars and Kolkata-Namkhana for the Sundarbans circuit. I believe that all these have tremendous commercial potential.

Secondly, I would request the hon. Minister for the introduction of special tourism trains between Kolkata-New Jalpaiguri, Kolkata-Purulia, Kolkata-Darjeeling-Gangtok. The train package tours would further improve the facilities to the tourists.

Lastly, at new Jalpaiguri and Darjeeling, Indian Railways have excess land. Hence, I would request the hon. Minister to explore the possibilities of developing 'Yatri Niwas' at these locations which would take care of accommodation facility.

Sir, I would like to urge the hon. Minister, through you, Sir, to introduce a special train package for these locations.

*SHRI KIREN RIJU (Arunachal West): Sir, For Indian Railways Arunachal Pradesh is the most neglected

*The speech was laid on the Table.

[Shri Kiren Rijiju]

state in India. Indian Railways would not extend the Railway tracks laid by the Britishers.

I would like to request the honourable Minister for Railways to take up the following railway projects urgently for North-Eastern States.

- (1) Immediate Completion Boghebeel Bridge which has been declared as National projects. The slow progress is very frustrating and shows the lack of interests by the union govt. for North-Eastern region.
- (2) The Rangia - Morkungsalek rail route must be immediately converted into broad gauge which was already announced by the govt. earlier but the effort is not visible on the ground.
- (3) There should be a Toy Train for tourism purpose to district headquarters of Seppa, Bomdila, Zird, Aong, Daporigo, Roing, Tezu, Changlang, Khousa and Parasuram kund in Arunachal Pradesh.
- (4) The computerised reservation system needs to be strengthened urgently and there should be substantial increase in the reservation quotas for the Rail Passengers of Arunachal Pradesh.
- (5) The Rajdhani Express running from Gauhati to Delhi must be made faster and curtailing the time of journey by reducing the no stoppages. The Trains from Gauhati to all other destinations also should be made superfast.
- (6) There should be adequate security arrangements for all the trains that are coming from and going to North-Eastern states to avoid any unwanted incidents which we have witnessed earlier.
- (7) In the railway recruitments in North-Eastern Railways for Grade III and IV the candidates from NE must get the first priority. This will help in solving the unemployment problems in the region.

[Translation]

SHRI KISHAN SINGH SANGWAN (Sonapat): Mr. Deputy Speaker, Sir, I am very thankful to you for giving me an opportunity to speak. You have given time limit for speaking. Haryana shares the border with Delhi from three sides and my constituency also touches Delhi from

three sides. Millions of the passengers come here from my constituency. Some of them are coming here for jobs, selling milk, studies and for business purposes. Almost in all railway budget I put forth the problems of my constituency but neither any reply is received nor any of these problems is solved. Every time I reiterate all the problems.

Sir, only two projects have been sanctioned since the creation of Haryana state. One project belongs to Rohtak-Jhajjar-Rewari railway line and another is of Jind-Gohana-Sonepat. Both of these projects were sanctioned in 2003 and budget for them has continuously been allocated. For Jind line Rs. 3 crore were sanctioned during the first year, Rs. 16500 crore in second year and Rs. 6 crore in this current year. But no work has been started so far. The State Government of Haryana had also sanctioned its 50 per cent share for Rohtak line and a little bit of work on that line could only be undertaken after a year. But the work on Jind-Sonepat rail line yet to be undertaken. In turn Railway has been framed a policy which seeks to share the expenditure on this line that has been sanctioned on socio-economic basis. If all these works are to be carried on by your own then what is the need of Railway Board. Despite this fact that 50 per cent share for sanctioned Jind-Sonepat railway line has been accepted by the Government of Haryana on 10th of last month but no work has been undertaken as yet. There has been a lot of delay on these two projects. All railway lines all around Delhi have been electrified except Delhi-Rohtak-Bahadurgarh line. I have been demanding for electrification of this line. Now this matter has also got clearance from Planning Commission but Railway Board does not swing into action, then what is the benefit of such demand. The State Government is also ready to pay its contribution. Though there is no need of it. When budget is passed and the project is sanctioned, there is no need of funding by State Government. This is a very wrong trend. Sir, through you, I demand that the Jind-Sonepat line should immediately be started by acquiring land. This is my long-standing demand and now the State government have agreed to it.

Other points, remain but you are ringing the bell.
...(Interruptions)

MR. DEPUTY SPEAKER: You please give other remaining points in writing.

SHRI KISHAN SINGH SANGWAN: As the number of passengers is more, and they have a number of problems regarding stoppage etc. so I do it to save the time so that your time may not be wasted. But I demand that the Railway Board should pay attention towards these things.

[*English*]

*List of Demands and Problems of my Constituency state of Haryana:

1. Jind-Gohana-Sonipat line be started & completed on time bound basis.
2. Introduction of a new train from Panipat to New Delhi 8:00 A.M. be sanctioned.
3. The temporary restoration of stoppage of 1077 & 1078 Jhelum Exp. At Ganaur be regularized & 2311 & 2312 at Narela also be regularized.
4. Additional ticket window be commissioned towards mandi side at Sonipat. Similarly a new booking counter be opened at Ganaur at Platform No. 2.
5. There is no service from Delhi to Panipat in the duration from 8.15 AM to 13.10 hours. The service should be provided to ensure better linking between the National Capital and NCR towns and similarly, there is no service on downward journey on the route from 3.00 PM to 6.00 PM the same should also be considered by providing a service. Note: 2 HNK rake lying at H. Nizamuddin from 9.30 AM to 18.15 PM stands unutilized during those hours similarly rake of 2KDM is also idle during day time, it also can be utilized, during those hours similarly rake of 2 KDM is also idle during day time. It also can be utilized.
6. Delhi-Bahadurgarh-Rohtak section be electrified.
7. Over bridge at Railway Phatak near Hindu College at Sonipat be sanctioned & completed on priority basis.
8. Due priority be accorded to over bridge at Bhadurgarh and for which fund from the M.P. allocation has already been given. The work be started immediately.

9. New passenger train be introduced between Gekfan-Rohtak-Nizamuddin.
10. Computer Reservation Counters be made operational at Narela, Ganaur & Badii with immediate effect.
11. Four lines track be sanctioned between Delhi to Panipat.
12. Sabji Mandi Station be converted into a terminal with more infrastructure facilities to cater to the need for more number of trains.
13. All EMU/MEMU trains be augmented to 16 coaches each.
14. Proper cleanliness be ensured at Railway Station particularly Delhi
15. With drawl of Super-fast charges on train nos. 2459/2460, 2925/2926 as there is no train from New Delhi during those hours.
16. Stoppage of 4731 & 2459 at Sabji Mandi Station be sanctioned.
17. All shuttle trains origination from Gaziabad - Palwal be extended to Panipat
18. Booking of luggage facility at Julana Mandi Railway Station be restored.
19. The scheduled timing of newly proposed train between New Delhi & Panipat be informed.
20. Link train be introduced between Panipat & Palwal.
21. R.O.B. at Ganaur be completed in a time bound programme as the people are facing trouble by moving 2 KM long distance to cross by another phatak.
22. For purpose of utilizing sources of railways EMU trains running between Gaziabad Delhi Palwal Delhi be extended up to Panipat.*

[*Translation*]

*SHRI RAMSWAROOP KOLI (Bayana): Sir, I would like to submit that Bayana Junction, Dhaulpur junction Nadwai, Bharatpur Junction, Mundwar Mahwa Road

..... This part of the speech was laid on the Table

*The speech was laid on the Table.

[Shri Ramswaroop Koli]

Station fall under my Lok Sabha Constituency Bayana so the stoppage of Mewar Express running between Nizamunddin and Udaipur should be provided at Bayana Junction. The stoppages of Jammu Tawi Sarvodaya Express should be provided at Bharatpur Junction, the stoppage of GT and Delhi-Bhopal Shatabdi Express should be provided at Dhaulpur Junction, the stoppage of Gwalior-Jaipur Intercity should be provided at my Lok Sabha constituency Nadwai Station and Mundawar Mahwa Road station. The lobby of Bayana Junction has been cancelled, it should be revived. Bayana is situated between Kota and Delhi, revival of lobby at Bayana would certainly benefit the public and the staff, and the Government, as well. I hope that the Minister will approve the stoppages of the trains. Badi Samathara from Dhaulpur should be linked with Karoli Gangapur by broad gauge. Dhaulpur-Tantpur line should be linked with Roopwaas or Bayana. An overbridge should be constructed on Roopwaas crossing. And an overbridge should be constructed of Rajakhara crossing and an overbridge should be constructed on Hindon City crossing as well.

[English]

SHRI MADHU GOUD YASKHI (Nizamabad): Thank you, Mr. Deputy-Speaker, Sir.

I rise to speak in support of the Supplementary Demands for Grants for Railways for the year 2007-08. At the outset, let me congratulate the hon. Railway Minister for creating a history not for himself, but for the whole of India, by inviting the world's best management students to come to India to learn how he turned around the Railways from losses to profit.

Hon. Minister of State for Railways, Shri Velu came to Nizamabad to inaugurate the Nizamabad-Secunderabad Railway Broadgauge line and at that time, he promised release of Rs.7 crore for acquisition of land for Nizamabad-Karim Nagar route. Now, the land prices have gone up and the Railways are not releasing the money. I request the hon. Railway Minister to see that the funds are released so that land acquisition is completed and the Nizamabad-Karim Nagar Railway line is also completed soon; it has been pending since 1992.

The other important request is that I have been making this request for some time; it is for a new line between Bodhan to Bidar. Bodhan is a historic town; Nizam's Railways used to be there; it was called Deccan

Railways. About 70 years ago, a survey was made. This line would pass through the most backward area of the country, which is called Jukkal. I request the hon. Minister to at least order a survey for the new line between Bodhan to Bidar; that will cover the most backward area of Telangana and also the backward area of Karnataka.

Another quick point that I would like to make here is this. There is a huge minority population which go to Ajmer every year. I would request the hon. Minister to consider a new Railway link from Nizamabad to Ajmer to cater to the needs of the three lakhs minority population in the district of Nizamabad. And also, to cater to the huge Gujarati population, I request him to consider a new link between Nizamabad and Rajkot.

I would again remind the hon. Minister that the railway line which goes through Nizamabad will reduce the distance between Hyderabad and Mumbai, and Hyderabad and Delhi. So, please consider diverting some of the trains through Nizamabad so that it will be beneficial to the Railways, economy-wise.

I would make one more point. I am grateful to the hon. Minister for starting a few new trains in this month itself. But whenever there is inauguration of a new train, the General Manager of the South Central Railway never informs the local Members of Parliament. We usually come to know about the inauguration, etc. from the newspapers. It is very awkward for us to face the people of our constituency and I request you to direct the General Manager of the South Central Railway so that whenever they are starting a new train, he will invite the local MPs.

The other point that I want to make is this. The hon. Minister has allowed the MPs' spouses to travel by trains. But now, there are many young MPs; I request the hon. Minister to allow the minor children of the MPs also to travel along with the Members. I am sure, my colleagues will agree on that.

The last suggestion is that the Shatabdi Express trains are running excellently well. But the Railways are ignoring the other Express trains—the cleanliness is disgusting. I request him to look into that.

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Mr. Deputy Speaker, Sir, Supplementary Demands on Railways are

being discussed and Laluji, Veluji and Rathwaji, all the three Ministers are trying to bring improvement in Railways. They have been working for it since three year, and four months. One thing is remarkable that Laluji has done a miracle by growing profits for Railways without increasing fares and Laluji is a big shot in the Parliament. Laluji has brought the rail on the right track again without troubling the common man by increasing fares. Railways is for common men. Whether it is common men middle class, rich or poor class man, whether or not they are united in the society, when they travel in the train, they seen united, People of all castes and religions travel in the train. Rail department is the biggest department in the matter of portfolio. More improvement need to be brought. Laluji is doing a great job. But he is running short of funds. Assistance should be taken from the World Bank or somewhere else. You can take assistance through Indo-US agreement also. We do not want to break up our relations with America as the World Bank is also at their side, they have huge money. ...(*Interruptions*)

MR. DEPUTY SPEAKER: You give some suggestions also, please.

SHRI RAMDAS ATHAWALE: We have good relations with America.

Now, we have established good relations with Japan also. We have to increase the speed of our trains as these run at a speed of 140 km/ph while bullet train in Japan runs at the minimum speed of 200 km/ph or 250 km/ph. For this, many improvements are required in the Railways. I have many questions relating to my parliamentary constituency. You have taken the work of broad gauge of Latur-Miraj in your hands, but the work of broad gauge from Usmanabad to Kuraduwadi and Kundarpur to Miraj is incomplete. This requires at least Rs. 300 to 350 crore. You have to complete this rail line by sanctioning the amount. You have assured us many times. Veluji is my good friend, Rathwaji and Laluji are also my good friends. People ask why funds are not being allocated despite being close friend. I said that they say because we are very close friends we are giving you small amount. So far, the train of UPA was running on the right track, now the communists have put a break. Nobody knows whether the trains would run for five years or not. How long it runs, no matter, Laluji and three of you have to make it run, so this job should also be done by you. Velu ji you have also given us assurance for the workshop of narrow gauge at Kuduwadi. At

Kuduwadi narrow gauge workshop, Work of broad gauge and containers are also undertaken. There is a need to take a decision to convert Kuduwadi workshop into broad gauge workshop by allocating Rs. 300 crore for the same for which we have made repeated demands. Pandarpur-Mumbai train runs thrice a week, it needs to be made weekly and number of its coaches should be increased. Pandarpur-Nagpur train should be run thrice a week and Shatabdi train between Mumbai and Solapur should be introduced. Central Mumbai consists Central and Western Railways. If you introduce air conditioned local train, road traffic can be reduced. This requires consideration. You are ringing the bell. Sometimes it happens when we give speech, people clap, when they clap, we feel that they are praising and asking for more. Similarly, your, bell in ringing. ...(*Interruptions*)

MR. DEPUTY SPEAKER: I am bound to do it.

SHRI RAMDAS ATHAWALE: The bell you are ringing is not in the support of my speech but to stop me. If train stops, people have to stop. So, we try to run the train.. .(*Interruptions*)

I respect you. You are a nice Deputy Speaker. You listen to us. If we do not listen to you, you will not give us chance to speak. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Give remaining speech in written form, please.

...(*Interruptions*)

SHRI RAMDAS ATHAWALE: The Minister is my friend. I support the Supplementary Demands of Railways. You run the train, we will push it forward.

*PROF. MAHADEORAO SHIWANKAR (Chimur): Sir, I am laying my demand on railways supplementary demands the table of the House. Hon'ble Minister of Railways is requested to accept the same and do the needful.

1. Nagpur-Nagbhid railway line should be converted into broad gauge. Nagpur-Butiburi-Umred stretch is broad gauge, only the Umred-Nagbhid stretch is to be converted into broad gauge. Hence if 40-50 kms from Umred to Nagbhid are converted into broad gauge then the entire Nagpur-Nagbhid line will become broad gauge.

*This speech was laid on the table.

[Prof. Mahadeorao Shiwankar]

2. The level of all platforms should be raised on Gondia-Chandrapur railway line. A lot of accidents are taking place at these stations. Platform is quite low. The level of platforms at all main stations i.e. Saundad, Vadsa, Brahmpuri, Nagbhid, Shindewahi should be raised.
3. Electrification of Gondia-Chandrapur line should be done.
4. The timings of trains running on Gondia-Chandrapur should be changed, so that passenger trains coming from Nagpur-Nagbhid can be connected with them.

[English]

DR. R. SENTHIL (Dharmapuri): Sir, first of all, I would congratulate the hon. Shri Laluji and his team for making the impossible possible. Actually the bridge over Rameswaram where the gauge conversion work had to be taken up was accomplished at the cost of Rs.25 crore with indigenous technology and expertise at a time when foreign firms were contemplating Rs.1000 crore for the construction of new bridge. This is a testimony to the unlimited capabilities of our engineers and greatness of our team consisting of Shri Laluji, Shri Veluji and others.

Sir, I have only two points to make. The first point I would like to make is that India is growing fast and India is truly shining. In this background, Tamil Nadu is one of the States which is developing very fast. Within Tamil Nadu, the northern Tamil Nadu is growing very fast. Coimbatore is now an IT hub and Tirupur which exported only 5 crore garments in 1983 is now exporting 8000 crore garments per year. Salem is a very fast developing city. With this background, with the increasing passenger and goods traffic, we need Salem Division to be accomplished at the earliest. Salem Division is a necessity. In fact, the other day, the hon. Minister was convinced that even after the division, Palakkad would continue to have much more railway miles than many of the other divisions in the country.

Sir, a mother can have a child for ten months but this mother had a child in the womb for 40 years. Now a child had grown more than the mother and a normal delivery is not possible. So, we must do a caesarian at the earliest and the date is fixed for 14th September. I would request the hon. Minister to do the caesarian on

14th September and announce the Salem Division which is a demand of the people, the traders, the media, all the political parties and the workers. I would request the hon. Minister to give it utmost importance.

I have only one more point to make. The Railways have achieved great profit but at what cost? There is one thing that worries me. There was an Inter-City Express with chair car between Coimbatore and Bangalore. Thanks to the officials at Palakkad, it is extended to Emakulam and changed into a sleeper train. The cost to the passenger has increase three-fold. Those who were travelling between Salem and Dharmapuri for Rs.15 are now paying Rs.70 which is almost four times. Many of the passenger trains have been changed into express trains and express trains into super-fast trains which is making the traveling cost very high. My friend, Shri Karan Singh Yadav was telling me today that there are so many trains between Jaipur and Delhi but there is not a single passenger. I thank the Railways for the turn around but I would also request the Railways to look at the poor people. You are looking at the rich people and you want to benefit them. You are comparing the cost of first class fare and the air travel. Let us look at it. Who makes the bulk of your trading? Is it the common people or who travel by first class? Why are you bothered about the people who travel by first class? You introduce more passenger trains and serve the poor people.

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on Supplementary Demands for Grants. There is not much to say. Though Demands are of less than Rs. 300 crore, yet this is an opportunity to speak about one's constituency. I would like to say that everyone is praising the Hon'ble Minister of Railways. But it has to be seen as to how the Minister of Railways has attained this position. I recall that we did not have sufficient foreign exchange reserve back in 1991-92. It is because of NDA Government that today we can feel proud of our foreign exchange reserves and it is because of the efforts of NDA Government that today the Ministry of Railways is on the path of development. But it seems from all that has been said here that Bihar has got a raw deal. Uttar Pradesh is the biggest State. But it gets a train only when it passes through Uttar Pradesh on its way to Bihar.

We constantly raise the problems of this region. Even today, I would like to state that now railway department has to compete with the aviation sector. Hon'ble Railways Minister should perceive the fact that air journey has become so cheap that people traveling in AC-II, AC-III or AC-I or Rajdhani and Shatabdi trains consider the option of traveling by air. He should think about the need of improving the facilities.

One or two of my colleagues are yet to speak. They will raise relevant issues. It is our responsibility to bring your shortfalls to your notice. My neighbouring constituency is represented by Shrimati Maneka Gandhi. It is our joint demand that gauge conversion should be undertaken from Pilibhit and Bareilly via Melani and Lucknow. An important train named Kumar Express runs from Kathgodam to Agra. Gauge Conversion should be undertaken on the route of Kumaon Express, but, unfortunately priorities are changed. I would like the hon'ble Minister to pay attention towards this. Schemes should be formulated taking into account the entire country and not just focussing on a particular State.

Mr. Deputy Speaker, Sir, I will not take much of your time because there is a meeting also. I wanted to place some demands of my area so that they go on record. Both the Ministers of State of the Railways are present here. They should pay attention towards this and should definitely inform us about action taken in this regard. A large number of papers are being laid on the table and it is the responsibility of the Railways Ministry to keep us apprised about the action taken with regard to the papers laid and the progress made in this direction. I thank you very much.

I would like to lay a few demands of my constituency.

*While participating in the discussion on the Supplementary Demands for Grants of the Ministry of Railways presented by the hon'ble Minister of Railways, through you, I would like to state that the Ministry of Railways is on the path of progress. Everyone is making profit but it is a fact that Railways began its journey to progress during the NDA Regime when the entire country moved on the path of progress. Our foreign exchange reserve is a testimony to this fact. Sir, it's true that the number of trains is increasing. The number of passengers is increasing manifold but in the present scenario our

competition is with our air services where long distances can be covered at small prices. The Railways should consider this aspect and should increase the facilities because if passengers are made to feel comfortable, then faith of the public in the Railways will get strengthened. Due to increase in the number of trains the time taken by trains to reach Delhi from Ghaziabad is increasing constantly and it takes much time to reach the platforms. I would like to draw the attention of the hon'ble Minister of Railways towards it.

North Eastern Railways has its wagon repair and crane manufacturing factory at Izzatnagar in Uttar Pradesh which is on the verge of closure due to shortage of work. Earlier more than 1000 employees were working here but this figure has been constantly decreasing. Though the Railways considered it to be an appropriate place for establishing coach factory but yet no decision was taken due to political reasons. It is requested that attention should be paid towards this issue and an announcement should be made to set up a factory there immediately. Gauge conversion from Izzatnagar workshop to Barieli station should be undertaken immediately.

Earlier a (in summer) Shatabdi train was run on Delhi Moradabad-Bareilly-Lucknow route, which was appreciated quite a lot. The said train has now been withdrawn. It is requested to start it again immediately.

A number of trains run between Lucknow and Moradabad via Chanheli-Chandausi-Moradabad. All these trains which do not come to Barieli, should be given a stoppage at Chanheli railway station and Chanheli should be developed as Bareilly cantt. It is a longstanding demand.

Doubling of Delhi-Moradabad Rail line should be completed within the stipulated time limit on priority basis. The work related to proposed gauge conversion of Kathgodam-Lalkuan-Baheri-Kosi-Mathura route may be commenced on priority basis and completed within the stipulated time limit.

Gauge conversion of Bareilly-Pilibhit-Mailani-Lakhimpur-Lucknow route may be commenced at the earliest and completed keeping in view the necessity of the same.

Keeping in view the necessity, a rail over bridge at Izzatnagar, Hartman, Katghar (cremation ground) railway

*This part of the speech was laid on the table.

[Shri Santosh Gangwar]

crossing in Bareilly city may be constructed on priority basis.

Bareilly Shyamganj Railway Station is not operational and there is large-scale encroachment over the vacant land. It is situated in the heart of the city. A commercial complex may be constructed on this land after removing encroachment immediately.

Bareilly is a metro city. Therefore keeping in view the population of the city a city booking agency may be opened in the middle of the city Platform no. 2 and 4 of Bareilly Junction may be covered with the shed. Due to non-availability of a tin shed passengers are facing many problems.

Now, I would like to raise some other demands received from my parliamentary constituency.

1. Broad gauge train from Bareilly to Kanpur may be run via Lucknow. Presently, the Meter gauge train running via Kasganj is time as well as money consuming.
2. All meter gauge trains are being run only upto Mathura due to the work of gauge conversion; none of the meter gauge train is running upto Agra. Hence, the number of passenger trains from Bareilly to Agra (via Chandausi) may be increased and an express train to Agra may be introduced via Chandausi.
3. An Inter City Express may be started from Bareilly to Lucknow, during morning hours. At present, passengers are forced to board sleeper class due to the heavy rush in Punjab Duplicate and Kisan Express during the morning hours and T.T.Es. are extorting money from passengers threatening them to impose a penalty of Rs. 250.
4. Train No. 3289 running between Rajendra Nagar (Patna) to Jammu Tavi has no stoppage at Bareilly. After Lucknow, this train stops at Moradabad. There should be a stoppage of this train at Bareilly also and the frequency of the train may also be increased so that a direct train from Bareilly to Jammu Tavi may be available to the people of Bareilly and they could visit Vaishno Devi.
5. A Super Fast Express train from Lucknow, which is the parliamentary constituency of hon'ble Atal

Bihari ji, to Jammu Tavi may be started. Passengers are facing a lot of problems because trains going to Jammu Tavi via Lucknow run generally late by many hours. There is no direct train from Lucknow to Jammu Tavi.

6. There is only one train i.e. Nauchandi Express from Bareilly to Meerut and the train arrives at Bareilly during night hours. Since Meerut is an important commercial city, an Express train from Bareilly or Lucknow to Meerut may be started during morning hours.
7. A Jan Shatabdi Express and Super Fast Train from Delhi to Lucknow via Bareilly may also be started so that distance and fare may be reduced.
8. Frequency of train No. 4115, Allahabad-Haridwar Express may be increased so that more and more facilities could be provided to the passengers.
9. A survey may be conducted to explore a new route connecting Bareilly with Kanpur. The work of gauge conversion between Kanpur and Farrukhabad is in full swing and a broad gauge line from Bareilly to Meeranpur Katra is already there. If the stretch between Meeranpur Katra and Farrukhabad (around 75 km) is converted into broad gauge by conducting a survey in near future, the railway would earn a huge revenue through the trade and journey being carried out by the traders of Kanpur which is the largest trade centre of Uttar Pradesh and Bareilly.

If the Railways claims that there is a scarcity of railway coaches, it would be appropriate to mention here that Triveni Express halts at Bareilly for around 20 hours, Lucknow-Chandigarh Express for 14 hours and Pushpak Express for around 10 hours. Apart from this, many other trains halt at Lucknow for 10 to 16 hours. If these trains are run between Bareilly and Lucknow, passengers as well as Railways will be benefited.

Sir, I hope that he will address these points in public interest and take effective steps to make amendments in the Rail Budget.

Sir, it is my request that the route of Neelanchal Express 8476 connecting Bareilly/Puri/Bhubaneshwar to Delhi via Kanpur, Lucknow may be changed and it should

be run from Kanpur via Bareilly and Lucknow instead of Delhi. I would like to present the following facts in support of my submission:

1. There are following establishments of government of India situated in Bareilly—

1. Air Force, Bareilly
2. Military
3. Indian Institute for Veterinary Research
4. Central Bird Research Institute
5. Railways
6. B.S.F.
7. IFFCO Aawla

A Number of students from Orissa, West Bengal, Bihar etc. study at Indian Institute for Veterinary Research.

Following trains are being run between Delhi and Bhuvaneshwar:

1. Train No. 2816, New Delhi-Puri Express via Kanpur-Allahabad
2. Train No. 8476 New Delhi-Puri Express via Kanpur-Lucknow
3. Train No. 2802 New Delhi-Puri Express, Purshottam Express via Kanpur-Allahabad
4. Train No. 8406 Nizamuddin-Bhuvaneshwar Express via Mathura-Agra
5. Train No. 2422 New Delhi-Bhuvaneshwar Rajdhani Express via Kanpur-Mugalsarai.
6. Train No. 8478 Nizamuddin-Puri Express via Mathura-Agra.

None of the said trains passes through Bareilly. It is my humble request that it would be appropriate to change the route of New Delhi-Puri Express Train No. 8476 presently running between New Delhi and Bhuvaneshwar via Kanpur and Lucknow and it should be from Kanpur to Bhuvaneshwar via Bareilly, Lucknow instead of New Delhi so that students as well as people of small towns falling on Delhi-Bareilly-Lucknow route may get an opportunity to visit Puri.

I hope that he will pass an order to change the route of New Delhi-Puri Express-Neelanchal Express-8476 running between New Delhi and Puri/Bhuvaneshwar and to run it via Bareilly and Lucknow.

I have to bring it to your notice that a culvert No-103 of Northern Railway is there on the main route of Mohalla Garinath of Bareilly city. A railway line passes above this culvert and people and road traffic pass under it. This culvert is quite old and a narrow one due to which the people have to face a lot of difficulties in commuting.

The up line on the above culvert was constructed in 1995 which is 20 ft. wide but the older line that was constructed much earlier is only 10 ft wide which results in traffic jam. Around 5 lakh people pass through this area. The residents of the area have been requesting from time to time for widening of this narrow portion of culvert and making both the sides equal. On the basis of my previous letters in this regard. Department of Railway understood the necessity of the work. The Divisional Engineer Bareilly, U.P. has in January 2007 sent an estimate of Rs. 15 lacs to Divisional Railway Manager, Moradabad vide his letter No. 024/015 dated 25.1.07.

I request that considering the needs of the area in public interest, orders for widening the half part of the above culvert on priority basis be issued to the concerned authorities.

I would like to draw your attention towards Train No. 2435/2436 Rajdhani Express running between New Delhi and Dibrugarh thrice a week and demand that its frequency be increased. As this train runs only twice a week, so the passengers travelling on other days have to face a lot of difficulties. If the frequency of the train is increased, it will be more convenient for the passengers traveling on this route and Railways will also be in a position to earn more revenue. So the frequency of the train may kindly be increased in public interest.

Efforts are being made for gauge conversion of Bhojipura-Pilibhit-Tanakpur and Pilibhit-Shahjahanpur-Lucknow railway lines in Pilibhit for the last many years. As a result, hon. Minister of State in the Ministry of Railways. Shri R. Velu had given an assurance in the last rail budget for converting both the narrow gauge lines of Pilibhit into broad gauge lines and both the Pilibhit-Shahjahanpur-Lucknow and Bhojipura-Pilibhit-

[Shri Santosh Gangwar]

Tanakpur railway lines have been included to be converted into broad gauge lines. It is therefore, requested that necessary action may kindly be taken to get these lines converted into broad gauge lines.*

[English]

MR. DEPUTY SPEAKER: Hon. member, I have to go to attend an important meeting. If the House agrees, I shall call one of the senior members, namely Shri C.K. Chandrappan to take the Chair.

18.47 hrs.

(SHRI C.K. CHANDRAPPAN *in the Chair*)

[Translation]

SHRIMATI PRATIBHA SINGH (Mandi): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the supplementary demands for grants of the Railways for the year 2007-2008. I would like to submit my demands in brief. As you know that whenever I got a chance to speak about the railways, I have always put forward the problems of Himachal Pradesh. I had stated that our state is a hilly state because of which we have to face lot of problems and difficulties. Every time we have been given assurances but whenever the railway budget has been presented, no mention has been made about Himachal Pradesh. This time, I wish to draw your attention towards our three railway lines. The first one pertains to 33 kilometer long Chandigarh-Baddi rail line for which provision has been made in the budget and approval has been accorded to construct this line at a cost of Rs. 329 crores. For that, I thank Shri Lalu Prasad ji. Secondly, there is a railway line from Nangal Dam to Mukeria via Talwara and approval has been accorded to construct this line at a cost of Rs. 300 crores. Once again, I thank you for the same. The work on Nangal Dam to Chururu Takrala section has been completed. I request the hon. Minister to complete the remaining work on a this section at a early date so that this line is ready as early as possible.

Thirdly I have been requesting the hon. Minister time and again to construct a rail line from Bhanupali to Bilaspur-Beri. The length of this line is 63 kilometers only for which a cost of Rs. 1050 crore is likely to be involved. Previously, you had been saying that its survey is being conducted. But, last time, when Hon. Minister of Railways

had visited Himachal Pradesh alongwith a team of his officers, he had said that the survey has been completed and he assured us that work will be started on this line. If you feel that the cost is too much then I would request Lalu ji to construct this line at any cost. He may treat this work as a national project. This line is very important for Himachal Pradesh. Again and again we have been told that the line will be laid by carving a track through the hills, as it is a hilly area. I wish to clarify that this is a plain area and there is no need to pave the way' through any hills for this purpose.

This line is very important from the tourism point of view. After completion of this line tourists can go there. As you know that many power and cement projects are being set up in Himachal Pradesh and this state is producing crops and fruits mainly. Carriage of goods through trains in the state will, in a very short span recover the cost spent on laying the rail line. Therefore, I request you to kindly look into the matter of laying the Bhanupali-Bilaspur-Beri rail line seriously as the hon. Prime Minister himself had given an assurance to the people of Himachal Pradesh during his visit to the state that it will be looked into. I believe that hon. Minister, Lalu Prasad ji will sanction Rs. 1050 crore for this work by giving importance to it and this work would be completed at an early date. With these words I conclude.

[English]

SHRI B. VINOD KUMAR (Hanamkonda): Sir, on behalf of my Party, Telengana Rashtriya Samiti and on my own behalf, I rise to support the Supplementary Demands for Grants (Railways).

The Telengana Region in Andhra Pradesh consists of ten districts. It was earlier in the Hyderabad dominion ruled by the Nizam. After Independence, this part was merged. ...*(Interruptions)*

MR. CHAIRMAN: Please come to the point. You have to be brief.

SHRI B. VINOD KUMAR: Sir, this is a very important point. You are well aware of the Telengana struggle. This region was liberated with the sacrifices of more than 3000 freedom fighters under your party leader. You are well aware of it. This region was merged with the Andhra region in 1956 and this region is 1,20,000 square kilometres. It is bigger than West Bengal. But

unfortunately, the length of the railway lines is only 1200 kilometres even today. Not even ten per cent was added to the existing Nizam railways. Nizam railways existed much before the merger of that region with the rest of the country as well as the Andhra region at the time of the formation of Andhra Pradesh.

My request to the hon. Railway Minister is this. Shri Lalu Prasad was kind enough to support the demand of Telengana when our party requested him. This region is backward. But fortunately, this region is contributing towards the profit of the railways. In South Central Railway, this region is giving more profit to the railways as per their own record.

My request is for two or three lines for which survey has been done but there is no progress for the last so many years in laying those lines. I would request the hon. Minister to take keen interest in this region to lay the new lines. The profit in laying these lines is more as per their own calculations. I would request for the line between Manuguru to Ramagundam which is in the coal belt. They are going to get profit. Let that line be laid as early as possible.

The other line is from Hyderabad to New Delhi. The railway line is via Kazipet. This region lies in the coal belt, cement and limestone area. In spite of many requests, the demand for a Division is not accepted by the Railways. I request Shri Lalu Prasad to take keen interest to declare Kazipet Junction as a division in Telengana region. My demand is based only on one reason. In the other part of Andhra region, there are two Divisions in Vijayawada and Guntur. These two towns are just twenty kilometres away. *...(Interruptions)*

MR. CHAIRMAN: You have made all your points. You please conclude.

...(Interruptions)

SHRI B. VINOD KUMAR: There is no Division in Telengana region except in Hyderabad. *...(Interruptions)*

MR. CHAIRMAN: There is another Member from your party who wants to speak.

...(Interruptions)

SHRI B. VINOD KUMAR: I would request the hon. Minister to consider this region. *...(Interruptions)* I would

request that Kazipet be made as a railway division as there is a large freight movement. *...(Interruptions)* A railway line from Basra to Adilabad can be laid. *...(Interruptions)*

MR. CHAIRMAN: That would be told by another Member of your party.

SHRI B. VINOD KUMAR: With these few words, I conclude.

[Translation]

SHRIMATI SUSMITA BAURI (Vishnupur): Mr. Chairman, Sir, the House is discussing Demands for Supplementary Grants of Railways for the year 2007-08. I want to say something on this issue. I support the views expressed by the hon'ble Members of my State, West Bengal. 60 years have passed since India got independence, but still we have not succeeded in connecting the whole country with railways. The Minister for Railways hon'ble Lalaji is doing good work. I demand that the work of laying of railway tracks should be started in the areas where rail facility has not been provided so that the people who have not yet seen railways get this facility.

I would like to say something about my constituency Vishnupur is my constituency. In my constituency, very few areas are connected with railways. Work for acquiring land for Mukut Manipur-Chhatna rail line has been started. I request the hon'ble Minister of Railways to start the work on this line as early as possible by allocating funds for this purpose.

I also demand that arrangements should be made to provide AC coaches in the Howrah Chakradharpur train by replacing the existing coaches. Besides, vacant posts in the railways should be immediately filled up. I will communicate rest of the points to the hon'ble Minister through the letter.

With these words, I conclude and support the Demands for Supplementary Grants.

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Chairman, Sir, I rise to speak on Demands for Supplementary Grants of Railways for the year 2007-2008. I would like to remind the hon'ble Minister of Railways that elections for the Legislative Assembly of Uttar Pradesh were held recently. He had attended an

[Shri Bhanu Pratap Singh Verma]

election meeting held with much fanfare at Konch in my parliamentary constituency. In that meeting people of my constituency had put forth two demands before him. The first demand was regarding computerization of Konch station so that the people of that area could avail all facilities of reservation. Their second demand was about Konch Divyapur railway line via Maun and Urai. Konch station falls under Jhansi division of North Central Railways. Almost all the people of my constituency had attended that meeting. So, I request him to fulfill those two demands of the people of my constituency. Apart from this, I would like to say something about Bhind-Urai and Bhadoha rail line the survey whereof has been completed. I request that this line should be included in the next budget. Udyogic Nagri train runs between Urai and Kanpur stations.

19.00 hrs.

[English]

MR. CHAIRMAN: Shri Verma, will you please stop for a while? You can continue speaking.

Now it is 7 o' clock. A total of 15 more Members are there who want to speak. Then the hon. Minister will reply. So if the House agrees, the time of the House is extended by one one hour, viz, up to 8 o'clock. I hope the House agrees to it.

SEVERAL HON. MEMBERS: Yes, Sir.

MR. CHAIRMAN: So, the time of the House is extended by one hour.

Now Shri Verma you can continue your speech. But please conclude within one minute.

[Translation]

SHRI BHANU PRATAP SINGH VERMA: Mr. Chairman, Sir, there is one Urai Station in Jhansi Division. a train known as Udyognagar express is running between Kanpur and Mumbai. Urai city is itself an industrial city but Udyoginagri train doesn't stop there. I demand that at least that train should be given a stoppage at Urai Station. 2943 2944 train is running between Kanpur and Madwar. However, when it runs from Madwar to Kanpur, it stops there, but when it runs from Kanpur, then it does not stop there. Therefore, I demand that it should be given a stoppage there.

[English]

MR. CHAIRMAN: Shri Verma, you may lay down your rest of the written speech.

[Translation]

SHRI BHANU PRATAP SINGH VERMA: Mr. Chairman, Sir, I lay my speech on the Table of the House.

"Kalpi town is located on the right side of Kalpi station of North Central Railway and on the left side SDM office, Court, Tehsildar office Muncif and C.O. office are situated. I demand that the level of the road of underbridge below the railway line should be lowered a little more so that the heavy vehicles can easily ply to Kalpi and nearly 100 odd nearby villages.

There is an intercity express in the name of Puja Express, which is the best train of this route. One AC sleeper coach should be attached to it. It will benefit the people. Jhansi to Kanpur is a single line due to which all the trains going towards Mumbai get delayed. I demand that this line should be doubled and also electrified. There is Etah junction on Jhansi-Kanpur line from where thousands of passengers travel every day. A shuttle train is running from Etah Junction to Konch.

I demand that stoppage of Kochin Express and Pushpak Express should be provided at Etah Junction. There is no VIP room at Kanpur station of North Central Railways where one can wait for the train. So, I demand that a VIP room should be provided at Kanpur station.

Kalpi is the birthplace of Vedvyas ji. Stoppage of Pushpak Express and Kochin Express should be provided at Kalpi station so that the passengers could buy tickets and get reservation facility there. Computersied Reservation Facilities should be made available at Kalpi station so that the people can get reservation facility for all over India from there.

The platform of Urai station has been extended but there is no tin shed over it. Because of that, the passengers have to face the inconvenience. Hence, a tin shed may be installed there."

DR. KARAN SINGH YADAV (Ajwar): Mr. Chairman, Sir, the time is very short and I do not have words to describe the popularity of hon. Railway Minister. The way he has influenced the country is incredible.

Hon. Minister, is aware that elections are round the corner. I am worried about my chances of retraining my seat in the coming elections. He is the only person before

... This part of the speech was laid on the Table.

whom I can express my grievances. There are some works to be completed in my constituency which guarantee my reelection from the constituency. Otherwise, people will not allow me to enter into the constituency. I have a very small demand regarding stoppage of Ashram Express at Rajgarh station. Scheduled Caste and the Scheduled tribe people are living there. I have been demanding it for the last three years and even during my chance meeting with him I reiterated this demand. The people of my constituency are very emotional about this demand. I will be grateful if he orders its stoppage even on experimental basis.

Secondly, a survey of the Rewari and Bhiwadi rail link was conducted in the year 2004 and that survey is now obsolete. Bhiwadi has become a very big industrial station. Now, if he gets another survey done, it may yield good results. The State Government may come forward. There is a Khairtal station in my constituency and there is proposal for construction of an under-bridge at that place. The people face so many problems there. So, please get it done.

He has given so much to Rajasthan in the present supplementary budget. He has allocated a huge budget to the railway hospital in Jaipur by upgrading the hospital as a trustee care hospital. The railway hospital of Jaipur is a very prestigious hospital. His Director-General is from that hospital. The C.M.O. of railway is a very reputed physician of Jaipur. I, on behalf of the people of my constituency, thank him very much for the provision which he made for doubling the Alwar-Rewari track in my constituency. I lay on the Table my detailed speech.

(English)

*I rise to support the supplementary demands of Railways. I do not find suitable words to express my deep feelings of admiration for Honourable Shri Lalu Prasad ji who has revolutionized the Indian Railways. He is definitely one of the most popular ministers in this Govt. who is admired all over the country whether it is ordinary farmer or urban elite. I would like to make certain requests for my area but prior to that I would thank Hon'ble Minister who has made provision for upgradation of Railway Hospital at Jaipur.

Jaipur Railway Hospital enjoys very good reputation. Some of the best Railway doctors have been produced

at Jaipur Hospital. The present Director General of Health services of Railways worked and enjoyed great professional reputation. The present CMO of Railway hospital at Jaipur Dr. Khandewal is not only a finest physician but a very compassionate and dedicated doctor. In the budget demands finance is allocated for development and territory care facilities of Medical care. The new surgical, Medical ICU's, Endoscopy theatre and other facilities would put Jaipur Railway Hospital on high Pedestal and I am sure Hon'ble Minister, your investment will bring great facilities for Railway Employee of the zone. In this budget demands, you have provided token budget for Doubling of Harsauli to Rewari. In the main budget Alwar to Harsauli was already Sanctions and this new provision would see the Alwar Rewari—Doubling of line.

I further request that Alwar-Dausa work should also be doubled that would result in doubling of JAIPUR REWARI Track which would facilitate further introduction of new Trains. I would like to request Re. survey of Rewari to Bhiwadi. The earlier survey done in 2004 is now no more relevant. In past 4 years the BHIWADI has become a great industrial hub. With more than 1000 industries, an inland container depot. This railway connection would pave way for further industrial growth of this area and would create new jobs and opportunities for the people of Alwar District.

I would like to draw the attention of honourable Minister towards my long standing demand of giving stoppage of ASHRAM Express at Rajgarh Station on Delhi-Jaipur line. Rajgarh is subdivisional headquarter and municipality town in Tribal area. I request for stoppage of New Bhuj Bariely Express at Rajgarh (Alwar).

On your last visit to Ajmer you were kind enough to meet the huge crowd of that area on Rajgarh Station and sympathises with the request of stoppage at Rajgarh of Ashram Express.

I have been requesting for constructing an under bridge at Khairtal. The public has been requesting for opening a Computerized Reservation Center at Khairtal and Rajgarh.

I would further request that Rewari-Delhi Trains 4RD, 7RD etc. be extended upto Alwar which is just one hour journey from Rewari. The exclusion of RD's to Alwar would be great boon to citizen of my Constituency.

..... This part of the speech was laid on the Table.

[Dr. Karan Singh Yadav]

A passenger train in the day time from Jaipur to Delhi and Delhi-Jaipur is the need of the day for poor dan of passengers. As on today only superfast trains are available which becomes a costly affair for poor and commoner.

Earlier 3dr/408 trains were having stoppage at Azarka station. But these day only a few passenger trains stops at the station. I request for stoppage of Jaisalmer-Barmer Intercity Express at Azarka station.

It is further requested that a PIT line be constructed at Alwar junction. Sir, Honourable Railway Minister has ordered the beautification of Rajgarh Station during his brief stopover on his way to Ajmer. Kindly expedite this work.

I would like to draw the attention of Railway Minister towards his promise that he made to unemployed apprentices of North west Railway during his visit to Bandi-Kui two years ago and recently during his visit to Ajmer.

More than 300 apprentices are staging a Dharma at Jantar Mantar today. Some of the apprentices would become overaged in next few months. Railways need lot of trained lectureal personnel.

This unemployed segment of Apprentices be absorbed earlier in the Railways.

It is also brought to the notice of Railway ministry that the Mathura-Ajmer track is much underutilized. Some of the long distance trains terminating at Mathura may kindly be extended upto Alwar.

[Translation]

*SHRI PANNIAN RAVINDRAN (Thiruvananthapuram): Sir, Kerala is a state with the maximum number of railway passengers; but the number of coaches available in trains are less. Even in trains which have a capacity for 20 coaches only nine or twelve coaches are attached. The necessary number of coaches should be added to such trains.

On Thiruvananthapuram-Kottayam route and Alleppey-Shornoor-Palghat-Mangalapuram route, doubling and electrification should be completed.

*English translation of the speech originally delivered in Malayalam.

Sir, when you came to Thiruvananthapuram, you had declared that Kanya Kumari-Thiruvananthapuram route will be electrified. Along with that declaration, Trichur-Guruvayoor route should also be electrified. Sir, in the last Budget speech also I had raised the need for a Garib Rath, from Delhi to Thiruvananthapuram. But you have started Mumbai-Thiruvananthapuram Garib Rath. We are thankful to you sir. But kindly allot a Garib Rath from Thiruvananthapuram to New Delhi. In long distance trains passing through Kerala, the vacant seats in reserved coaches should be allotted to season ticket holders during day time.

In Nemam, Thiruvananthapuram, a mega coach factory should be allocated and more passenger trains should be run in the state.

On Palghat-Thiruvananthapuram route EMU trains should be run and for this purpose a dedicated railway line should be laid. You had declared that Railway Tourism Development Corporation will construct a Yatri Niwas at Guruvayoor.

We are thankful to you Sir. But in Periyannur near Chengannur you should build a Yatri Niwas for the benefit of Sabari Mala Pilgrims and other Yatri Niwas at Thiruvananthapuram will be fulfillment of our requirement.

The Thiruvananthapuram railway station and the KSRTC bus station opposite to it should be linked by an over bridge. Using the new technology, platform tickets should be made available through vending machine, to avoid the inconvenience to visitors.

Kerala deserves a separate zone on several counts and the people are eagerly looking forward to it. Bringing together areas of Kerala and nearby places, a separate zone, a west coast zone should be allotted.

Kerala and Tamil Nadu MPs have no enmity among them even if a new zone is declared for Salem. Portions of Salem-Palghat, Thiruvananthapuram-Goa can form a separate zone. It is time to think in terms of the development of the two states and avoid confrontations.

I request that both Lalu ji and Velu ji will together work towards this end.

[English]

SHRIMATI C.S. SUJATHA (Mavelikara): Sir, at the outset, I thank you for allowing me to participate in this discussion on the Supplementary Demands for Grants.

We have been continuously requesting the Railway Ministry to pay their attention to the lack of adequate railway development in the State of Kerala. The hon. Minister Lalu ji has been considerate enough and has taken certain measures to improve the situation in the State. But it still lags far behind other States and regions in respect of railway development. It is the strong demand of the people for decades for the formation of a new zone called "West Coast Zone". It is imperative for the overall development of this region and particularly Kerala State. I request the Minister to consider the request.

Secondly, Sir, there is no railway-related industry in the State at present. Though the hon. Minister promised of establishing a Freight Wagon Production Unit as a joint venture with Autokast Limited, no further steps have been taken in this regard. I would request the hon. Minister to commence the procedures to make the proposal a reality without further delay. Mavelikara is a busy junction. There is no Railway Over Bridge near the Railway Station at present causing numerous difficulties for the people as also at Krishnapuram near Kayamkulam. Immediate steps may be taken to build over bridges at the above points.

Another important point is that at Cheriyanad Railway Station near Chenganur, there is a plot of railway land of about 39 acres lying unused. Cheriyanad is on the way to the famous pilgrim centre 'Sabarimala Temple' where each year over three crore devotees visit. The land at Cheriyanad can be used to construct an IRCTC budget hotel and a Rail Neer factory. I hope the hon. Minister would consider the request.

SHRI KHARABELA SWAIN (Balasore): Sir, at the outset, I would like to say that having been an ex-railway man, I do not often participate in the Railway Debate. But today I wanted to participate because I do not know how long this Fourteenth Lok Sabha will continue. So, I thought that I must speak it out.

It is always told that there has been a financial turn-around of the Indian Railways. A Government Panel predicted in 2001 that the railway operations were in a terminal debt trap. It is always stated that it is because of the hon. Railway Minister Lalaji's initiative that there has been such a turn around. Now foreign universities like the Harvard University and institutes like the Indian Institute of Management, Ahmedabad, they all invite him to give a talk to their students and there has been an

almost gawking admiration of our Railway Minister everywhere and people wonder as to how this turn around has happened. He has become a management guru. Now he is being projected as the fore-runner, torch bearer and the messiah of Indian Railways which was almost going to be bankrupt. Even the Prime Minister admires him. Everybody admires him. But my question is this. What is the policy intervention that he made during his time so that this turn around has been brought about?

Sir, I will simply dish out some figures. I am having yearwise financial position of Indian Railways from 1995-96 to 2006-07. The traffic loading in 1995-96 was 390.70 million tonnes. In 2000-01, it was 473.50 million tonnes and in 2006-07 it has come up to 726 million tonnes.

The earnings from traffic were Rs. 15,290.40 crore in 1995-96. Now, it has come up to Rs. 42,299 crore. Since the earning has increased with the same number of staff, naturally the operating ratio has come down. But my question is this. What is the contribution of Shri Lalu Prasad in the increase of railway freight? Has he manufactured it? The Railways carries what it gets and because there has been a 9 per cent GDP growth in this country, naturally the freight came to the Railways. It is not the creation of the Railway Minister and the Railways has merely carried the freight. ...*(Interruptions)*

[Translation]

SHRI GIRIDHARI YADAV (Banka): He does not have any information. How was he working in the railways? How is he saying that railway will be sold. ...*(Interruptions)*

[English]

MR. CHAIRMAN: It is his opinion. Why should you bother about it?

...*(Interruptions)*

MR. CHAIRMAN: It is the opinion of Mr. Swain.

...*(Interruptions)*

MR. CHAIRMAN: Mr. Swain, please continue.

[Translation]

SHRI KHARABELA SWAIN: Maintain restraints in your language. Will your leaders be very happy by the way you speak? No.

...*(Interruptions)*

[English]

MR. CHAIRMAN: They could not come on record. Mr. Swain, please ignore them and continue your speech.

SHRI KHARABELA SWAIN: Sir, I would now say that he has indeed made a significant policy intervention. I am not saying that, but it has been mentioned by the Comptroller and Auditor General of India. What does the C&AG's Report, which has been published this year, say? It says that the hon. Minister has permitted freight trains with higher axle loads. Freight trains were allowed to carry almost 15 per cent of extra weight. ...*(Interruptions)*

MR. CHAIRMAN: Mr. Swain, you please carry on.

SHRI KHARABELA SWAIN: Sir, prior to 2004, the axle load allowed was carrying capacity plus 2 tonnes. From November, 2004, after the hon. Minister assumed office, the axle load was increased to carrying capacity plus 4 plus 2 tonnes. In May, 2005, the Railway Board, as a pilot project, permitted running of all those wagons with up to carrying capacity plus 8 plus 2 tonnes load on 16 identified iron ore routes in order to increase the throughput. Subsequently, the wagon loads with coal up to carrying capacity plus 6 plus 2 tonnes were also allowed to run on nominated coal routes. ...*(Interruptions)*

MR. CHAIRMAN: Mr. Swain, you may conclude now because there is time constraint.

SHRI KHARABELA SWAIN: Sir, I will conclude in 5 minutes.

MR. CHAIRMAN: No, there will not be that much time for you.

SHRI KHARABELA SWAIN: Then, I sit down right now. Thank you.

MR. CHAIRMAN: Please don't sit like that.

SHRI KHARABELA SWAIN: Sir, nobody spoke against the Minister so far. Let me at least speak now for some time.

MR. CHAIRMAN: You are welcome. Please continue.

SHRI KHARABELA SWAIN: I would further like to submit some facts and figures. Sir, of course, the extra loading got the Railways a profit. But I may say that the

economy of the Railway is important, but physics is also equally important. Let me say what CAG has commented. It stated:

"For permitting freight trains to run with higher axle loads, it endangered the safety of rolling stock, bridges and tracks."

It said that:

"It has led to spring failures, led to buffer coupler failures and wagon body damage."

The CAG has further warned, stating:

"That permitting the load increase of six to eight tonnes for coal would have an adverse impact on the tracks, bridges and the rolling stock, unless the Railway takes immediate action to upgrade all its existing rolling stock."

So, Sir, I may just make a mention that in the name of bringing the turn around, the hon. Minister of Railways has put the future safety of the Railway infrastructure into serious danger. He has also put the safety of the passenger to jeopardy and only for the misdeeds he is doing now, his successor will only face the music.

MR. CHAIRMAN: You have made your point. Please conclude now.

SHRI KHARABELA SWAIN: Sir, he has also been very parochial. In the first year, he declared that there will be a wheel and axle plant in his constituency, Chhapra. Last year, he declared that there will be a coach factory in Raebareilly. You know where it is. Now, this year, he has again wanted a wagon factory in his previous constituency. That means, noble people like us will not get anything.

Shrimati Sujatha was asking for some Railway project. How will she get that? She has to become the Railway Minister and then only she can carry on with those projects that she wanted. ...*(Interruptions)*

MR. CHAIRMAN: Please conclude now.

...*(Interruptions)*

MR. CHAIRMAN: Except Shri Swain's speech, nothing will go on record.

...*(Interruptions)*

SHRI KHARABELA SWAIN: Sir, lastly, I would like to say that we were confounded when we found that in the East-Coast Railway Zonal Users Consultative Committee there were 11 members of the hon. Minister's representatives, all of them were from North Bihar and all were Muslims. This is the neutrality the hon. Minister is showing and this is national mindset. That is why, I strongly oppose these Supplementary Demands for Grants (Railways).

*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): "Hon'ble Minister Lalaji", I have been reminding you relating to Khurda-Bolangir Railway Line, on my request the last government sanctioned to start the work. The work is already started but the allocation is not at all satisfactory.

The Central Govt. is continuously neglecting us since the independence, the Railway development work pertaining to other state is highly neglected, you have assured me to sanction a good sum of amount which is yet not materialised.

The land work force Khurda-Bolangir is about to over. The compensation money is reached to the people. The earth work and the new stations platform work is already started but the slow progress is not expected.

Khurda-Bolangir railway line is the only railway link in between to Western to Eastern Orissa. It goes all through from Khurda to Bolangir covering most of the tribal areas and this would be India's biggest rail linkage which may carry the poor people within the race. Khurda-Bolangir Railway path can promote Orissa trade and economy. You know better than me Orissa is most backward state like Bihar. Both the state are below the poverty line. This would be the only the state one can go with less price and time. It would strengthen the economic and financial backbone of both the state, particularly this linkage will develop the financial status of tribal and poor, downtrodden people of both the states. This would make sufficient benefit to the common people by connecting this linkage with other railway lines of the state and India as a whole. It may be pleased to noted here that one metro line from Khurda to Cuttack via Bhubaneswar should be created under your kind disposal.

During my railway membership the proposal of second line from Khurda to Puri has already been sanctioned

*The speech was laid on the Table.

but till date the work is not started, sir, it is noticable that Puri is a sacred place of Lord Jagannath where lakhs of tourist and devotees from different parts of the globe are coming. I request you kindly take necessary steps to start this particular work immediately for which the people of Orissa as a whole will be highly obliged to you.

One Railway fly over at Mancheswar in Bhubaneswar level crossing and 2nd at Sitaram Chhak Railway level crossing in Jatni under Khurda Division. May please be considered by your goodself, the public are facing lot of problems daily due to heavy traffic congestion for these two level crossing. For this sufficient fund should be allotted immediately. Sir, you are requested to kindly give special attention towards the infrastructural development work in East-Coast Railway.

[Translation]

CHAUDHARY LAL SINGH (Udhampur): Mr. Deputy Speaker, Sir, I am glad to support the Supplementary Demands for Grants. It is a matter of regret that here is one man who is providing facilities to common man of this country and we are engaged in politicizing it. My colleague is in doubt about his reelection but I am sure about my reelection to the 15th Lok Sabha. I would like to say for this particular reason that our hon. Minister is famous not only in this country but also in the whole world.

I would like to say that I have not served any one till date and I would not like to be a sycophant. I would like to say that if anybody does some concrete work we try to pull him back, will the country progress by adopting this method? Will the country move forward in this manner. Is it right to make such haphazard calculations? I would like to ask the reason for not starting any train service in my State and constituency when hon. Lalaji was not a Minister. At that time they were running the Government, why did he not start a train service? Now, four trains run between Delhi and Udhampur. They could not start train service even when they were part of the Government and hon. Member of that constituency was a Minister.

[English]

He was a Minister.

[Translation]

And hon. Minister could not start train service. That train service was launched with the blessings of

[Chaudhary Lal Singh]

Chaudhary Lal Singh, M.P. and hon. Minister, Lalu ji. I would like to say that they should listen to us. When he was in power, there was a train at 1 O'clock at night from my district to Haridwar. The train used to start its journey when the whole world used to sleep and there was no movement. Today, because of his efforts, that train reaches Haridwar at 6 o'clock in the evening. I would like to tell you that when someone tries to describe your demerits, you must see around you and try to locate that there are some jealous persons who envy your popularity and promotion. Had all other Ministers performed like him, the opposition would have perished long long ago. I am unable to comprehend the allegations leveled by the opposition.

[English]

MR. CHAIRMAN: You have made your point. I hope you will conclude now.

[Translation]

CHAUDHARY LAL SINGH: Sir, I do not have any point. I am saddened by their allegations.

[English]

I cannot hear this. It is absolutely wrong.

MR. CHAIRMAN: Please conclude; there is no time.

[Translation]

CHAUDHARY LAL SINGH: I am going to conclude. I will request Lalaji to move forward because the country is following you. What type of talk is going on.

[English]

You are the personality of India.

[Translation]

Wherever you go, each and every person becomes apprehensive that you are going to undermine their position.

[English]

They are feeling jealous.

[Translation]

This is jealousy. They are feeling jealousy. It is natural that the people from the B.J.P. will feel like this. Therefore, I would like to say that those who work will get credit.

...(Interruptions)

[English]

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)*

MR. CHAIRMAN: Mr. Lal Singh, please conclude.

[Translation]

CHAUDHARY LAL SINGH: He has made a lot of unwarranted comments and you have given five minutes. He has criticized a lot with your permission. You gave him additional five minutes. Why is it so? Rest of the speakers got two minutes. Why is it so? Rest of the speakers got two minutes each and he got so much time to hurl abuses. I would like to point out that it will not work. I shall also take ten minutes today.

[English]

MR. CHAIRMAN: Are you casting aspersion on the Chair?

[Translation]

CHAUDHARY LAL SINGH: I would like to convey to all three ministers that their team is very nice. Their soldiers are also very good who are running it. I would like to point out that you are also one of the soldiers. I would like to say that none other than you have taken care of the poor why rates of fares and freight have not been increased? Why it was used to be raised earlier. Why the Railways used to run in loss. Was not a person from Bihar running it earlier? Today, a man from Bihar is running it. Earlier also a person from Bihar was running it but he did not fare well.

There have also been other people before this but today if a person has earned name and fame he is none other than Mr. Lalu.

[English]

MR. CHAIRMAN: Mr. Lal Singh, please conclude.

*Not recorded.

[*Translation*]

CHAUDHARY LAL SINGH: I would like to submit to Shri Lalu ji that the initiatives taken by him, should continue. I do not want anything from him. I have to submit only one thing that the survey undertaken by the previous Government was faulty thereby stalling extension of rail facilities towards the Shrine of Shri Mata Vaishno Devi. They had undertaken faulty survey towards Shri Vaishno Mata Shrine which caused delay in undertaking the work. They have undertaken surveys carelessly. I would like to request you that an important part of Himachal Pradesh, Punjab and Jammu and Kashmir comprising mainly Kathua, Basoli, Bani, Bhadrawah and Kishtwar has totally been ignored. I would like to say that it is the only route which connects not only the entire State but the other two States also.

[*Translation*]

Mr. Chairman: You please conclude now. I am now calling the next speaker Shrimati Satheedevi. You cannot continue like this.

CHAUDHARY LAL SINGH: Sir, I am going to conclude my speech.

[*Translation*]

I would like to inform you that today Lalaji will speak and the people from Jammu and Kashmir will thank him by waving the flags and shouting slogans. ...(*Interruptions*)

[*Translation*]

SHRIMATI P. STHEEDEVI (Badagara): Mr. Chairman, Sir, I thank you very much for giving me this chance to speak. It can be seen that the implementation of various projects and plans that was passed in the last Railway Budget is not yet materialised. We are very happy to hear our hon. Lalu ji talking about the profitability of the Indian Railways. Day by day, profitability is increasing. We are happy to hear that. When a public sector undertaking is becoming more and more profitable, a portion of the share of the profits should be distributed to every State but this approach is lacking in the Indian Railways. Instead of distributing the share of profits to each State, they are actually taking away the infrastructural facilities of the existing Railway Division. That is what actually led to the bifurcation of the Palghat

Division. When the bifurcation is effectively done, it will certainly lead to weakening of the existing Palghat railway station. That is why, we have expressed our sentiments in this august House. I feel that our hon. Lalu ji will recognise the sentiments of the Members of Parliament from Kerala and our request for a separate Zone in the West Coast will be materialised.

Then, the number of passengers is on the increase. There is no doubt about that. The percentage of women passengers is on the increase. For longer period, one compartment is reserved for women in all the passenger trains. We can see that compartment is comparatively of a smaller size and with lesser passenger capacity. The hon. Railway Minister, Shri Lalu ji is becoming people-friendly. He has given so many people-friendly schemes. So, I would like the hon. Railway Minister to become more women-friendly also by reserving at least two compartments for women in all the passenger trains.

Then, the issue of doubling work of the railway line from Shoranur to Mangalore is not fully materialised. It is pending for a long time. This long-pending work should be done immediately.

Then, another important point is related to electrification of Shoranur-Mangalore line. This was declared also in the last Budget but the work has not yet been completed. This work has to be completed immediately.

Now, the Railways are declaring some stations as model stations, modern stations and Class A, B and C railway stations. But those stations declared as model stations are not at all showing any peculiarity in the case of their infrastructural development.

The railway station at Thalassery has been declared as a modern station with A class facilities. That declaration is there. If we go to the railway station, we can see that there is no infrastructural facility. The platform is not having any roofing. During the rainy season, it is becoming more inconvenient to the passengers.

Another railway station is at Badagara, which is in my constituency. This railway station has been declared as a model station. There is also no roofing in the platform and on the Foot Over Bridge.

The computerization work at the Koyilandy railway station was declared long back by the Southern Railway General Manager. This work has not yet been fully

[Shrimati P. Satheedevi]

implemented. All these development works declared are delayed. Due to this delay, the fund already allocated is becoming insufficient. Again, quotation is called for. The work is prolonging now.

Hence, steps should be taken to implement the works declared in a time bound manner. The work of the Railway Over Bridges is also delayed inordinately. In the case of Railway Over Bridge at Nandi, the work is pending for a long time. The portion of work attached to the railway lines has to be implemented.

I am on my last point, Sir. In the last Budget, the hon. Railway Minister had declared the survey of two railway lines in the State of Kerala. One is the survey work of Tellicherry-Mysore line and the other is Nanjangarh-Mysore line. Were these only the declarations? No work has started on these lines. Hence, I would request that the survey work on these lines may be started immediately.

Considering the improvements and other facilities like Kannanur Airport, the Naval Academy and the Fishing Harbour at Tellicherry, the survey work on these lines should be done immediately.

With these few words, I conclude.

[Translation]

SHRI ASHOK ARGAL (Morena): Mr. Chairman, the Gwalior to Sheopura rail track in north Central railway is about 100 year old. Now the condition of the track is worst. The trains have been derailed many times and earlier the breaks of the trains could not be applied on this track. It is known to hon'ble minister for railways. I had requested earlier that if the gauge conversion upto Kota is made I will honour and welcome by walking on foot from Chambal area to Patna. It is a serious problem. Records shows that ministry of railways has earned a good profit. Department of rail has earned a profit of 20 thousand crore rupees. I want that if some share of this profit is earmarked for Chambal region I will be grateful to him. I want that the Delhi Bhopal Shatabdi which have full seats upto Agra and only few passengers remain thereafter, should be provided a stoppage at Morena. It will enhance the income of railway and provide facility to passengers.

Mr. Chairman, Sir, Banmore is a station of my Parliamentary Constituency. It is an industrial area where

only the Chhattisgarh train stops. If the Malwa express and Mahakoshal Express are provided stoppages here, it will certainly provide facilities to passengers.

Morena city has been divided into two parts because of the closure of railway crossing most of the time and the children who go to Government college, polytechnique, college and central school have to face a lot of difficulties on this count. I urge that an underbridge may be constructed there for which the Government of Madhya Pradesh is ready to bear half the cost of it. The Minister of the area has also wrote to DRM in this regard. I request the Minister to convert meter gauge of Dhaulpur-Smodra into broad-gauge so as to ensure development of the area.

Mr. Chairman, Sir, many a rail overbridges are needed to be constructed in Morena for which State Government is ready to bear half of the cost. It will contribute in development of backward areas. It is my last demand that the priority may be given to broadgauge conversion of Gwalior-Sheopura rail track.

"Godowns may be shifted outside. There is a need to have more cleanliness on stations. Some contractors man handle vendors. A memorandum has been given to you in this regard. I request that these demands may be considered.

Mr. Chairman, Sir as nothing has been done for my Chambal region therefore I oppose these supplementary demands"

PROF. CHANDER KUMAR (Kangra): Mr. Chairman, Sir I support the supplementary demands for railway which have been placed in the House for discussion. I congratulate hon'ble Minister for railway Shri Lalu Prasad and both of his colleagues and all the officers and employees of the railways. Shri Lalu ji has presented rail budget in this Parliament thrice. No increase in rail fares has been made in all the three budgets. He has rationalized fares in such a way that it has not affected even poorest of the poor. We therefore, thank Lalu ji who has given right direction to the railway of India with the help of their own calibre and the assistance of their colleagues.

Mr. Chairman, sir earlier the Railway Minister, Shri Nitish Kumar was also from Bihar. When Shri Dhoomal

"....." This part of the speech was laid on the Table.

Saheb was Chief Minister, a Foundations stone was laid for broadgauge of a length of seven kilometer only. He has been Rail Minister for a long term but the said broadgauge had not been laid. I would like to congratulate that first the foundation stone of Talwara railway line was laid during tenure of Shri Lalit Narayan Mishra ji who was from Bihar and a Member of Parliament. Prof. Narayan Chander Parashar. The construction work started on it when Shri Lalu ji took charge as Railway Minister, He extended line beyond Chururi by releasing budget for this purpose. The NDA government continued for three years but not even a single paise was allocated for extension of the said line even for a kolometer. There was. ...(*Interrutions*) member of parliament from there, but not a single paise was given for extension of the said line. I would like to thanks Lajuji that he has taken care of it.

Mr. Chairman, I have a request that the Pathankot-Joginder Nagar rail line was laid during the British regime. Hydal was generated there at that time and Out dam was constructed and its power was being supplied upto Lahore of Pakistan. No improvemnt has been made therein. I just learnt that you are going to declare this rail line as heritage one. The Lines which do not care about the economy of the people, are liable to be declared as heritage line. China has laid rail line upto Leh. That is plain area but it is really a challenge for you.

[*English*]

MR. CHAIRMAN: The name of the former Member that he mentioned should be deleted.

[*Translation*]

PROF. CHANDER KUMAR: Therefore Pathankot-Joginder Nagar line may be converted into broad line.

[*English*]

MR. CHAIRMAN: I would request you to cooperate and conclude please.

[*Translation*]

PROF. CHANDER KUMAR: Sir, the Kuldevi of Shri Lalu ji is Jawalamukhi and every year lakhs of devotees come to Kangra therefrom.

[*English*]

MR. CHAIRMAN: Please cooperate with the Chair.

Now, Dr. K.S. Manoj

[*Translation*]

PROF. CHANDER KUMAR: That is why I would like to say that keeping in view the economy of the area as well as hydel generation the line should be extended beyond Mandi and connected with Bhanupalli Bilaspur rail line so that interior area may prosper and the people of the area may get facilities.

[*English*]

MR. CHAIRMAN: I called the other hon. Member. Please conclude.

[*Translation*]

PROF. CHANDER KUMAR: I have submitted some of my point in writing before the House. I would like to thank Lalu ji once more and I support the demands raised by ex CM our State Shri Dhumal ji and Smt. Pratibha Singh ji in respect of railways.

[*English*]

MR. CHAIRMAN: Now, if you continue like this, nothing will go on record.

[*Translation*]

PROF. CHANDER KUMAR: We are honest people from a peaceful state. Therefore our demands may be met on priority basis.

With these words I conclude.

[*English*]

DR. K.S. MANOJ (Alleppey): Thank you Mr. Chairman, Sir.

Sir, at the outset, I must congratulate you to be on the Chair to regulate this august House. Sir, I shall be as brief as possible.

At first, I endorse the long pending demand of the people of Kerala for a Zone for the development of railway facilities in Kerala. In the Railway Budget, Lalu ji has announced establishment of a joint venture company for the manufacturing of fabricated bogies in Kerala, that is,

[Dr. K.S. Manoj]

the Steel Industries Limited of Kerala, the Fabrication Unit as well as the Auto-cast Unit of Kerala. That Unit is in my constituency, and Lalu ji has announced a project worth Rs. 85 crore. Rs.10 lakh has been earmarked in the current Budget.

M/s. RITES has made a study on the project and submitted a report. But after that, there is no progress. I request the hon. Minister of Railways to expedite and speed up the establishment of this joint venture Committee of the Railways as there are no investments in the railway manufacturing sector in Kerala.

I would like to mention another point. As a means of mass transport Railways has attained more importance. In Kerala, most of the commuters depend on Railways. But there is a lack of passenger trains, that too inter-city passenger trains which are very minimum. I would request the hon. Minister of Railways to increase the inter-city passenger trains with more bogies for our women passengers.

In Kerala, the coir industry is facing a severe crisis. Alleppey coir, the golden yarn of God's own country is world famous and coir matting, coir flooring are manufactured by the traditional coir workers. The Railways have got a good number of railway establishments. These coir floorings and coir mattings can be used for railway establishments as well as in the railway compartments. This will be very beneficial to the poor coir factory workers. Hon. Minister Lalu Prasadji has shown very concern to the pot or *khullad* makers and that has been very helpful to them.

The doubling of Haripad-Ambalapuzha Railway has been announced in the Budget. But it is at that stage only. That should be expedited. The completion of the doubling of railway lines from Emakulam to Kayamkulam via Alleppey should be speeded up. The reach between Alleppey and Kayamkulam is one section with more number of unmanned level crossings. So many accidents have occurred there. Wherever possible manning of these level-crossings should be done. In certain areas subways are possible. Certain unmanned level-crossings can be converted into subways.

Lastly, several new trains were announced. They should commence running. One is the Mangalore-Trivandrum Maveli Express. The other is the Bangalore-

Trivandrum Express. There has been only announcement of this train. That has not started running. This train should be commenced immediately. Lastly, Onam is the national festival of Kerala. Malayalees are all over in India, be it Delhi or Mumbai or other places. More number of special trains during the festival season, like Delhi to Kerala, Mumbai to Kerala etc., should be operated.

Thank you very much, Sir, for giving me adequate time.

SHRI MANJUNATH KUNNUR (Dharwad South): Mr. Chairman, Sir, I thank you very much for giving me an opportunity to speak on this. Today I am the happiest person to speak in this august House.

MR. CHAIRMAN: Why?

SHRI MANJUNATH KUNNUR: Though it is being said that this is the last Session, but as far as my view is concerned, I am happy. I am first congratulating the hon. Minister of Railways Shri Lalu Prasad and also the hon. Minister of State for Railways Shri Velu, for giving and including one of the RoBs in Haveri district. This is a long-standing demand and also it is much awaited by the people of Haveri district. This is the district headquarters. In lieu of one RuB there is supposed to be construction of one RoB in Kilometre 393/13 and 14 in lieu of level-crossing 237 in South Western Railway.

About this, I have spoken three times during the main Budget and this is the third time that I am speaking on Supplementary Demands of Railways. At least now I am very happy because our Indian Constitution says that our Parliament is supreme. Though it is late, but our hon. Ministers have been convinced and have come to my rescue. As a Member of Parliament, many previous Members from Kerala have also spoken about this, but no action had been taken.

MR. CHAIRMAN: At least now you have got it.

SHRI MANJUNATH KUNNUR: Our hon. Minister of State for Railways, Shri R. Velu, had come to Karnataka and attend one function at Hubli. Since this RoB was not included in this year's Railway Budget, though I had been requesting for three years again and again, I did not attend that meeting in protest. So, I tender my apology to Shri Velu for not having attended that meeting. But today I am very happy because our Railway authorities

have agreed to do that. I would request Shri Lalu Prasad and Shri R. Velu to lay the foundation for it also. They have given only Rs. 1 crore for it while it would cost more than Rs. 5 crore.

I also congratulate my State Government for having agreed to give 50 per cent of amount on cost-sharing basis. For ROB also, they are ready to give the entire amount, which was taken up in the year 1996 at the time of BG work.

MR. CHAIRMAN: Shri Manjunath, you are concluding. Please conclude now.

SHRI MANJUNATH KUNNUR: Sir, I would request the hon. Ministers to allocate more money and finish the work within this year itself so that people of that area may get the benefit. This Lok Sabha may or may not be there, people may say whether Kunnur has done it or not and whether Shri Lalu Prasad and Shri Velu have done it or not, it should not be only on record. Therefore my request to both of them is to lay the foundation also.

All people of my constituency are grateful to them. I lay rest of my speech on the Table of the House.

*Today, I consider myself as the most happiest person because the hon. Minister of Railways has included the proposal of construction of Hubli-Chikjajur-Bangalore road over Bridge (ROB) section at Haveri Km. 393/13-14 in lieu of level crossing No. 237—South Western Railway St. No. 34 in the Supplementary Demands for Grants for Expenditure of the Central Government on Railways for (2007-08) at a cost of Rs. 5.79 crore. The total cost of the proposal is Rs. 11.59 crore which would be implemented on a cost sharing basis with the Karnataka Government agreeing to sponsor this proposal and the Railway Ministry would be incurring the other half of the project cost.

Though I am in the Opposition, the hon. Minister for Railways, Shri Lalu Prasad has sanctioned this long pending demand. Since 1996 there has been a demand from the people of Haveri district of Karnataka but only now this much awaited project has been included for implementation. I would like to congratulate both Shri Lalu Prasad and Shri Velu for this has been gesture on the people of Haveri district.

I would like to request the hon. Minister, Shri Lalu Prasad to allocate more money—as Rs. 1 crore has been allocated for 2007-08—and expedite the implementation of the said project at the earliest or within a year. I would also request Shri Lalu Prasad to lay the foundation stone for the said project at the earliest.

Sir, there is a necessity of survey of railway line between Yalivigiand Bankapur Cross on NH-4 and up to Kumta, which is in Konkan Railway on NH-17. Survey has to be taken up immediately as it is a very important line which would serve the people of the area in the long run.

I would also request the hon. Minister for the survey of Haveri to Kumta via Hanagal and Sirsi new railway line, the survey of this railway line should be ordered immediately.

There is an absolute necessity for the stoppage of Inter-City Express at Byadagi and Yalivigi railway stations, both are located in Haveri district. I hope Shri Lalu Prasad would accede to my request.

Doubling of line between Bangalore and Hubli is not only essential but also very important. Hubli is centrally located in Karnataka. Hubli is a commercial centre of Karnataka and it is located between Pune and Bangalore. Hence, it is of utmost importance. Therefore, doubling of line between Hubli and Bangalore, to start with, is very important and hence, it may be taken up on emergency basis. Likewise, doubling of line between Hubli and Pune is also important. This may also be taken up by the Railway Ministry.

There is a long pending for the introduction of a new train from Bangalore to Varanasi, which is known as the A-I religious place in North India. Therefore, there is an absolute necessity to start a new train from Bangalore to Varanasi (Kashi).

Rising of platform in Yalivigi Railway Station, which is situated in Savanur Taluk Headquarters. There is also a demand for rising of the platform in Gudagiri Railway Station in Kundagol Taluka. I hope, the hon. Minister would consider these two demands of the people of my parliamentary constituency.

There is also a demand for the stoppage of Dharwad-Mysore Train at Yalavigi and Byadagi Railway Stations,

..... This part of the speech was laid on the Table.

[Shri Manjunath Kunnur]

which is pending for a long time. By announcing stoppages at these two important places, Railways would earn more revenue as Byadagi is an international chilly-marketing centre and chillies worth crores of rupees are exported every day from Byadagi.

There is also a demand for the construction of FoB at Ranebennur. This demand is a long pending demand. I urge the hon. Minister to consider this request on a war-footing.

Lastly, I would like to humbly request the hon. Minister, Shri Lalu Prasad and Shri R. Velu to declare Haveri as a Junction as Haveri is the district headquarters. This would result in the stoppages of all the important trains and expresses in Haveri which would help the people of Haveri and fulfil their genuine demand which has been pending for a long time.

Regarding appointment 'D' Group employees, I would like to say that there are thousands of vacancies in South-Western Railway at Hubli in Karnataka, but no *kannadiga* has been appointed so far. Many of them are from Bihar and other parts of North India. Therefore, there should be a strict policy and new guidelines should be framed so as to appoint local people in a transparent way.

Rani Chenamma Train (Kitter Express) is an important train in Karnataka. This train starts from Miraj and goes up to Bangalore. Hubli is important city in Karnataka and centrally-located also. This train starts at 10.20 p.m., but daily it is delayed by one hour. Its starting time is not maintained by the Railway authorities. Therefore, the time of its departure from Hubli should be maintained.

As regards railway goods shed at Haveri railway station, I would submit that it has been demolished recently. Due to this, it has become a problem to get fertilisers and keep them in Haveri railway station as a result of which farmers are facing problem. The railway goods sheds and godowns may please be constructed immediately so as to help the farmers.

I would like to express thanks to Shri Lalu Prasad and Shri Velu. With these words, I conclude.*

SHRI SUNIL KHAN (Durgapur): Sir, I rise to support the Supplementary Demands for Grants of Railways for 2007-08, but with some reservations.

Some of the perennial nature of works are already outsourced by the Railways. Then, there is a very strange incident. Shri S.K. Dasgupta, ASC *cum* Principal, RPF Training Centre, BKI, Northern Railway was called for awarding President Medal on the Republic Day, 26th January. When he came to Delhi, he was told by the officer that his name was not there. He had come with his family to receive the award and when it was told that his name was not there, his family members were also shocked to know that his name was not there in the list of awardees.

Sir, I will restrict my points because all the hon. Members of my party have already spoken at length. So, I need not speak much. Shri Lalu Prasad has already come to my constituency, that is, Durgapur. He had declared there before the people of that area—and they were cheerful also at that time—that he would introduce one train from Durgapur to Howrah. So, I would request him to please start that train.

Then, Sir, the BDR line had already been completed in 1996. I have been requesting since when the BDR was launched that Beliatore may be connected to Durgapur, which is a distance is only 20 kilometres. If it is done, then it will become the gateway of South India to the North-East. It will also be the shortest route and profitable one.

The railway line, which was already surveyed, from Raniganj to Bankura has not been allotted a single paisa. So, I would request Shri Lalu Prasad to do something for that railway line also.

MR. CHAIRMAN: I would request you to conclude.

SHRI SUNIL KHAN: There was a station between Galsi station of Eastern Railway and Khana station during the British period.

Some relics of the British regime are still present in the station. There are also 11 villages nearby where agriculturists and traders are living. Therefore, it will be better if a halt is allowed in between Galsi station and Khana junction.

I would request the hon. Minister to please instruct the DRM of Sealdah about a problem faced regarding the local trains that start from Sealdah to Nohati or Kalyani or Ranighat. In these trains, there is a bogie for

women and immediately after that there is a bogie for the vendors. Actually, what happens is that the women who are to board the train fall down by tripping onto the bulky luggage placed by the vendors to be loaded on to their bogie.

MR. CHAIRMAN: Please conclude your speech. Please cooperate with me. Now, I would like to call upon Shri Punnu Lal Mohale to make his speech.

...(Interruptions)

SHRI SUNIL KHAN: Therefore, I would request that the bogie of the vendors should be removed from that position, that is, next to the bogie for women and placed after a couple of bogies, so that this problem could be resolved.

Lastly, one ticket counter, especially, ...(Interruptions)

MR. CHAIRMAN: I have already called the name of another hon. Member to speak. Now, please conclude your speech. Otherwise, nothing will go on record.

...(Interruptions)

SHRI SUNIL KHAN: I would also like to request that Durgapur and Raniganj should be made model stations.

MR. CHAIRMAN: Please lay your speech on the Table of the House.

...(Interruptions)

MR. CHAIRMAN: Now, nothing will go on record. Shri Mohale, you can start your speech.

...(Interruptions)*

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur): Sir, I would like to congratulate and thank the hon'ble Minister for Railways for announcing the formation of Railway Recruitment Board at Bilaspur in Chhattisgarh.

Sir, the survey of Bilaspur-Mandola route is being conducted since 1971. The survey of this 125 kilometer route will facilitate the travelers all over the country. Therefore, I request you that the survey report of Bilaspur-Mandola route, which has been already conducted may

be sent to Planning Commission for their approval. There have been a practice of giving employment to the local persons in the recruitment of group 'D' staff in Railways. This has been done considering the geographical conditions climate of that place and arrangement for operations. But from the year 2000 this practice has been discontinued. I request you that local persons should be given preference in recruitment of Group 'D' Staff.

Sir, Sampark Kranti Train runs weekly from Bilaspur, frequency of this train may be increased to thrice a week. Stoppage of Kurta Express, Chennai weekly express and Geetanjali Express may be provided at Baghapara Railway station. More funds may be released for Bilaspur zone of South East Central Railway. Sambalpur Raipur Express may be extended to Bilaspur. Bhopal-Amarkantak Express from Durg should be extended upto Indore. Durg- Kanpur Express should be extended upto Lucknow. Raipur, which has been declared as a model station of South Eastern Railway should be given the status of highest earning station of this Division. A claim tribunal for the disposal of cases of rail accident should be established at Bilaspur so that thousands of people can be saved from inconvenience of going to Bhopal and Indore for the settlement of their claims. ...(Interruptions)

[English]

MR. CHAIRMAN: Please conclude your speech. You can lay your speech on the table of the House.

[Translation]

SHRI PUNNU LAL MOHALE: Sir, I lay the remaining proposals.

*From 1853 to 2003 there have been a practice in Indian Railways to appoint, Gangman Khalasi etc. on local basis under the Rail division. This had been done keeping in view the basic needs for the works released to Group 'D' staff such as understanding of local language/dialects, knowledge of geographical area and effect of local climate on Railway's operations.

In 2003, Indian Railways has changed the policy and started recruitment of Group 'D' staff on All India basis. This policy has been opposed everywhere from Assam to Maharashtra and it is also not suitable as per the

*Not recorded.

..... This part of the speech was laid on the Table.

[Shri Punnulal Mohale]

criteria of safety and development of Railway itself. For this change in policy the Railway Officers quote a court decision whereas the said decision does not impose any restriction for work based conditions and Railways can recruit people on local basis as per earlier practice.

Therefore, it is requested that the earlier policy of recruitment of Group 'D' staff on local basis in Railways may be implemented again to end the nation wide controversy.

Bilaspur zone under South East Central Railway in Chhattisgarh is the highest earning zone of Indian Railways and it is due to the Rail passengers, businessmen and industrialists of Chhattisgarh State but they are not getting the facilities which they deserve. Therefore, following demands may be included for the convenience of citizens.

1. A Railway Recruitment Board office should be opened at Bilaspur.
2. Bilaspur-Mandala Jabalpur Rail line may be laid. Survey for this line has already been completed.
3. The weekly 2851-52 Bilaspur-Chennai express train may be made tri-weekly.
4. 6327-28 Korba-Trivendrum bi-weekly train may be made to run four days a week.
5. 6511-12 Bilaspur-Yashwantpur weekly train may be made tri-weekly.
6. 8473-74 Bilaspur-Puri weekly train may be made tri weekly.
7. 321-322 Bilaspur-Tata passenger has been discontinued between Bilaspur to Nagpur. This passenger train may be resumed from Nagpur to Tata.
8. 405-406 Chirmiri-Bilaspur passenger train and 8233-8234 Indore-Bilaspur Narmada Express may be extended up to Durg.
9. 2135-36 Pune-Nagpur Express may be extended up to Bilaspur.
10. 2139-40 Mumbai-Nagpur Sevagram Express may be extended upto Bilaspur.
11. 1453-54 Ahmedabad Nagpur Prerna Express may be extended upto Bilaspur.
12. 2855-56 Raipur-Nagpur Intercity express may be made to run as Bilaspur-Nagpur Intercity express.
13. Sambalpur-Raipur express (8305) may to extended upto Bilaspur.
14. Durg-Bhopal Amarkantak Express may be extended upto Indore.
15. Durg-Kanpur Express (8203) may be extended upto Lucknow.
16. 2983 Bilaspur-Jaipur express may be run via Katni-Bina.
17. A direct train between Durg and Lucknow may be introduced. A provision for a new train from Durg to Dibrugarh (Assam) via Howrah, Guwahati and another train from Bilaspur to Kanyakumari via Raipur, Vishakhapatnam may be made in the new rail budget.
18. More funds may be sanctioned for development of Bilaspur Zone of South Eastern Railway.
19. In view of increase in daily Rail commuters between the capital city Raipur and Judicial capital Bilaspur and considering the demands of the Government employees, two extra pair of local trains may be introduced between Raipur and Bilaspur.
20. Two minutes of stoppage of 2129-30 Howrah-Pune Azad Hind Express, 2859-60 Howrah-Mumbai Geetanjali Express, 2851-52 Bilaspur-Chenani weekly Express, 2811-12 Hatia-Kurla train may be provided at Bhatapara which is a Model Railway Station and the third highest earning Railway Station of Raipur Railway Division.
21. 2823-24 Chhattisgarh Sampark Kranti bi-weekly train may be made to run four days a week.
22. For Railway accident cases claim settlement tribunal may be set up at Bilaspur.
23. Stoppage of Samatha express may be provided at Chakrabhata station."

[English]

MR. CHAIRMAN: Thank you very much. Now the Hon'ble Minister will give his reply on the discussion that took place in the House.

[*Translation*]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): On behalf of Railways, I am thankful to the hon'ble Members who took part in the debate and made their valuable suggestions regarding Railways and their areas. I assure you all that the Indian Railways will take cognizance of the valuable suggestions made by the hon'ble Members. I also promise to take action in this regard in a time bound manner. At the very beginning I clarified that while Government has its own importance, the opposition is an integral part of the Government. The opposition has every right to criticize and bring in to light any shortcomings in the work done by the Government whether it concerns with any department or even Railway at the same time but it should also appreciate good works done by the government. I have also clearly said it before that Railways belongs to all the citizens of the country. We do not discriminate against any party or individual. All the hon'ble Members are aware that whenever any matter has been brought to my notice by them then immediate action has been taken thereon. Several announcements have been made on many items in the Budget speech of Railways but the process of sanctioning of a scheme whether it relates to construction of new lines, conversion of lines, all take time for completion. There is a set process for every project. Railways takes up a new project only after it has gone through a process of approval right from planning commission to Cabinet so some delay is caused in case of extended vote. In the meantime either the rates of material go up or the contractor disappear causing further delay but I am determined and hence clearly directed to complete the work of Railways within time limit.

I do not want to repeat about the condition of Indian Railways before our government in the country and outside that we were not in position to form even a division. We used to go to the Government of India begging to run the department of Railways. There were so many other confidential things but I do not want to go into them. There was a peculiar situation prevailing at that time and there was an emphasis on all the departments to cut down and retrench the manpower the population of 110 crore, and also not to fill quotas of Scheduled Castes, Scheduled Tribes and other backward classes. I do not want to blame any individual but that period clearly reflected as to what kind of situation was prevailing in the Railways Indian Railway is our lifeline and it is indispensable transport. Railways cannot be

ignored in the matter of infrastructure. We are going to challenge the globalization without infrastructure, power, rail, ship and highway and we cannot fight back in such a scenario. Then from where are we going to earn livelihood? Hon'ble Prime Minister very well understands the importance of Indian Railways. He assured the people of India from the ramparts of Red Fort that Indian Railways having network of 63 thousand k.m., holds the third place.

Our Hon'ble Member Mr. Swain knows this. He had been an accounts officer in the Railways and that is why he was reading out the details. ...(*Interruptions*)

[*English*]

20.00 hrs.

MR. CHAIRMAN: Mr. Minister, please give me a minute. I have to the time extended.

The extended time of the sitting is over. If the House agrees, the time of the sitting may be extended up to the passing of the Supplementary Demands for Grants (Railways) 2007-08.

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: The time of the sitting is extended till the Supplementary Demands for Grants (Railways) 2007-08 are passed.

[*Translation*]

SHRI LALU PRASAD: Mr. Swain, the work of accountants of finance department is very complicated as they keep on doing calculations throughout the day but now we have computers for this purpose. This is an era of computers. Their work is to criticize. They are sitting in opposition after a long time. They have every right to criticize. I never disrespect anybody and if anyone from even my side interrupts, I ask them not to do so. This is a democracy. The roots of democracy are very strong in India and its impact can be traced even in the case of the animals. The animals living in the forests have their own democratic system. They have their own opposition. We all are from rural areas. If you go to a village, you will definitely find that the jackals there are very intelligent. Their population is spread all over the country. During night when the farmers are asleep the jackals hold their meeting at 10 p.m. The oldest of them

[Shri Lalu Prasad]

calls other fellow jackals in his language. Soon all the jackals young and old gather at some places. He is a democrat to the extent that he asks other jackals who will be the king for the night? Then whole of their population asks him to be a king. If you are from rural side you should listen to it carefully. But if you are from cities we have nothing for you. So all other jackals ask him to be their king but in the last at the time of approval the female jackal oppose the move. Some people talk about me that this Lalu Yadav is from country side and has been a shepherd earlier. But they must know that the roots of democracy are very strong in this country. Those who used to call me a joker or actor or those who used to make fun of me are today asking me what magic I have done, seeing the commitment towards the organization, vision and honesty in Indian Railways. The Indian Railways has seen a turnaround not in the country but in the world also with the same number of employees and officers. When you were in the Accounts job the Indian Railways was out of the market. Today everyone not only in the country but in the world also wants to know about Indian Railways. This is their part of study. Whether it is MIT or Harvard or Ahmedabad they are more sensitive towards this turnaround than us. This is not because of my issuance of pass to them. Today Railway has brought laurels for the country not for mean the entire world. It only shows that if there is honesty, integrity and commitment then there is no reason why department and country cannot progress in spite of huge investment and availability of funds. This is just the beginning.

Sir, Japanese Premier had visited India. Before that former Prime Minister of Japan had visited here. We all heard their speeches. Today the people of the world are looking to India. Most of the people want to invest in infrastructure of Indian Railways which we want to make number one in the world. It is dedicated freight corridor (DFC) project.

We are the representatives of the people. You people also have your own slogans as "Har Hath Ko Kam, Har Khet Ko Pani, Roti." You might have come to power by making hue and cry and in the name of Ram but it is the beginning of Indian Railways. Our credibility is on the rise in the world and everyone is looking towards us. There are western and eastern corridors. We hope to get loan facility at a very low rate of interest from Japan. Today our Prime Minister and his Japanese counterpart

are going to work on it. There is progress in every work. The worldwide investment in our country and rising our growth rate would not limit to this point rather it will keep on increasing railways, which will run only up and down goods trains, the whole corridor is being constructed. We had decided in the cabinet that the townships, segments and areas which fall between Delhi to Mumbai, would be included in this project. Apart from that, I have suggested to the hon. Prime Minister that the Western and the Eastern corridors that we are going to construct between Ludhiana to Kolkata on that project the work of industrial corridor should be completed alongwith the second phase of the above project. What does the businessmen need? The biggest transporter—even now sixty percent of our goods are being carried/transported through the roadways because we could not cope with the demand of the industrial sector. Indian railways have rejuvenated and our operating ratio has gone down accordingly. We are going to cut the train fare, embed cushion seat, furnish all the sleeper class compartments as well as passenger trains with the padded seats with two inches thickness, we are going to do all these things.

You have made your valuable suggestions. We and our Government, fully supported by the Left parties, are keeping in mind the importance of Indian Railways, power, shipping, highways and Pradhan Mantri Sadak Yojna are working in the direction as to how the nation could make progress and compete with other Countries in the world. These people are watching everything; they are watching that these matters do not bring any change in their lives anyway. We have completed three and a quarter years and will complete full five years term. We have been elected for five years. It is individual's perception in the democracy to oppose or support, everyone has one's own principle. Therefore, you must not take the thing in the way that development works would come under your influence. ...*(Interruptions)* We are describing you. ...*(Interruptions)*

SHRI KHARABELA SWAIN: Please let him speak. He is letting the thing fall. ...*(Interruptions)*

SHRI LALU PRASAD: No one is letting it fall. ...*(Interruptions)*

SHRI KHARABELA SWAIN: We are not toppling your government. ...*(Interruptions)*

SHRI LALU PRASAD: You know it very well that you would not get anything, you would keep on staring.

...(Interruptions) That is why the red signal is followed by yellow signal. This is a caution signal to look tracks. We will mend the tracks. The green signal will definitely come. The supplementary demand for the year 2007-2008 is very less. All of us will assemble only again, no need to be disappointed; the Parliament will complete its full term. I want to assure you that though I have presented four budgets three years before, but in the next rail budget I will present still a better budget for the country. Now, it is our turn-around. (Interruptions)

SHRI ASHQK ARGAL: Laluji, what happened to the rail project for the Chambal area?

SHRI LALU PRASAD: Please wait I will just explain you. I cannot explain everything in the speech here. I will do your work on the day you meet me in the Rail Bhawan. (Interruptions) We will discuss it later. The supplementary grant-in-aid worth Rs. 270 crore and 50 thousand were made available by the Central Government mainly for the Udhampur-Srinagar-Baramulla project and dividend free budget assistance for 38 projects to be initiated on the out of turn basis, has been presented to seek the parliament approval.

Keeping in mind the interest of common man, the Railways have made a historic financial rejuvenation. Garib Rath, paying heed to economic condition of common man, facilities for common man, passengers' amenities and Rs. 20,153 crore of cash surplus are main achievements for the year 2006-2007. Now, the fund balance of the railways has increased and touched the figure of Rs. 16,529 crore I have a firm belief that we are in such a situation that besides Rs. 16,529 crore, our achievements in the current year would be far better than the earlier three years. This is mere a beginning.

Sir, our department is acting according to the assurances given in the budget for the year 2007-08. In this connection, for inquiry purpose in the Northern Railways have started telephone no. 139 as call centre. You can obtain all the information by mere dialing no. 139. We have opened call centres in order to provide information to all.

Similarly, there is an assurance of providing cushion seats. We have set out from the wooden era. Now, the wooden berth will be fitted with cushions. In the rail budget for the year 2007-08, we are going to provide cushion seats in the passenger compartments of unreserved

second class unlike passenger compartments of sleeper class. As on pilot-project, unreserved second class in some passenger trains in which poor people travel having no reservation, would have cushioned seats. We will provide this facility. (Interruptions)

SHRI KHARABELA SWAIN: Even the available facilities are not working properly today. (Interruptions)

20.13 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

SHRI LALU PRASAD: You and I will sit together. If we do not get seat, we will see further. In the next two years about 11 thousand GS and 5 thousand SLR passenger compartments would be fitted with the cushion seats for the poor. This work, for common man, would cost Rs. 186 crore. Under the supplementary budget for capacity and thrupt enhancement work and Conservation work, there are proposals for doubling of Harsauli-Rewari railway tracks and work in the Lucknow-Kanpur segment in order to decrease the rush in the yards of Delhi region. There is proposal for electrification of Shakur Basti-Rohtak rail segment. Hon. MP Chaudhary Lal Singh has made a demand to lay a new rail line from Kathua to Kistwad through Basohali and Bhadrawah. I want to inform the House that our priority is Jammu & Kashmir. We want to connect J&K with the mainstream of the country. We want to stop anger and discrimination. That is why I want to tell the House that we have given order for surveying the new lines and after the completion of the survey we would take further action.

Sir, Indian Railway is among the prominent consumers of power. The conventional sources of power generation cost more. Now, power generation through wind has been developed in technically cheaper way. Wind power is eco-friendly and by using this technology there is a possibility to gain even carbon credit. Hence, through this supplementary budget, we have proposed to set up a pilot project of 10-megawatt windmill at passenger coach factory, Perambur. With a view to provide better medical facilities to the railway employees, we have proposed to upgrade two divisional hospitals situated at Jaipur and Hubli to the fully equipped central hospitals in this Supplementary Budget. This will facilitate to treat number of employees and provide better facilities and services to them. There are more than 14 lakh working employees and more than 11 lakhs' pensioners in Indian Railways.

[Shri Lalu Prasad]

It has been proposed through this supplementary budget to initiate action for introducing ERP package based on an extensive information and technology for human resource management.

Sir, the protection and safety of both the passengers and trains are our top priorities. The renovation and modernization of railway tracks, signals and rolling stocks have decreased the train accidents continuously. As a result there is a decrease in the number of train accidents from 473 in the year 2000-2001 to 195 in the year 2006-2007. As a result thereof the number of resultant train accidents on unmanned railway crossings was 79 till 15th of August during this year whereas it was 86 during the same period, last year. Keeping in view the increasing traffic on the roads and to ensure better safety arrangements for the people traveling in trains on roads, we have proposed an underground crossing of limited height in place of unmanned level crossings to construct four new over bridges or under bridges in place of level crossing. There are 25,000 unmanned gates in our country, where people frequently die in accidents. We are working in this direction.

Sir, I declared to get the survey of the construction of Ara-Bhabhua Road New Line done while presenting the Budget for the year 2004-05, the reports of which have been received. Similarly, the survey report of gauge conversion of Dhasa-Jitsar-Madurai-Bodinayakkur, Jaipur-Ringus-Churu and Seekar-Loharu has also been received. Further action is being taken to seek approval for construction after reviewing these reports. Hon'ble Deputy Speaker has raised an issue regarding introduction of a new line between Jajo to Anandpur Sahib and extension of memu service up to Haridwar. In this regard, I would like to say that survey work for construction of 45 kilometer long new line between Jajo to Anandpur Sahib has been completed. The estimated cost of this line is Rs. 532 crore. The survey report is being examined. Subsequently, further action will be taken.

MR. DEPUTY SPEAKER: I thank you for this.

That was the 'Karambhoomi' of Guru Gobind Singh. It has to be linked with the Patna Hazoor Sahib.

SHRI LALU PRASAD: Sir, we are trying the same. We would link it from Hazoor Sahib to Patna.

An electricity run memu train runs from Nangal Dam to Saharanpur via Ambala. Since the electrification is not

done between Luxar and Haridwar, therefore, it cannot be extended up to Haridwar.

Hon'ble ex-Chief Minister of Himachal Pradesh, Shri Prem Kumar Dhumal and other Members of Parliament raised the question that there is less number of railway projects in Himachal Pradesh. Himachal Pradesh is a hilly state where the work of laying the railway line is arduous and costly. Even though the Cabinet has accorded its approval to construct a 33 kilometer long new line between Chandigarh and Buddee with an estimated cost of Rs. 329 crore.

The second important project of a new rail line from Nangal Dam to Mukeyria via Talwara is under construction with an estimated cost of Rs. 329 crore. One section ranging from Nangal Dam to Churaru-Takrala has been completed and the remaining work would be completed expeditiously. Hon'ble Member of Parliament, Smt. Pratibha Singh made several demands for another project of Himachal Pradesh for the construction of 30 kilometer long new railway line ranging from Bhanupali to Bilaspur via Buddee, for which an amount of Rs. 1050 crore is required to be spent. We are in touch with the Government of India, Prime Minister's office and the State Government and had a meeting also. We would expedite the matter and send a reminder in this regard to the hon. Member and her husband, who is the Chief Minister of the State. The Hon'ble Prime Minister had also visited Himachal Pradesh and I also went there. We would convert that aspiration into reality and connect it with the mainstream.

Hon'ble Member of Parliament, Prof. Chandra Kumar demanded for the gauge conversion of narrow gauge between Pathankot to Joginder Nagar. In this regard, I would like to inform the House that the survey of gauge conversion of narrow gauge from Pathankot to Joginder Nagar into broad gauge has been completed. It has been estimated that a cost of Rs. 1316 crore will be required for gauge conversion of this 189-kilometer long railway line. Though the return of this project work is minus 22 per cent, but the railways has some social obligation also, hence we assure you to implement this project.

Sir, popular cine-star and ex-M.P. of the Rajya Sabha, Shabana Azmi and the BSP's M.P. in the Rajya Sabha, Gandhi Ji had made a demand to introduce a new train between Kolkata and Azamgarh. I declare that we have accepted the demand and a new train will soon be introduced from Kolkata to Azamgarh.

We worked on rail line between two famous pilgrimages of North and South named as Rameshwaram and Haridwar. We had a meeting with hon'ble Sonia Ji—the Chairperson of the U.P.A., hon'ble Karunanidhi Ji and Velu Ji. We are going to introduce a new train from Haridwar to Rameshwaram. As a result of it, the North could be connected with the South and this will be convenient for traveling to the passengers also.

The projects, we are implementing are a few in number, but during the next railway Budget, we would take up the projects to provide relief to the people from all the corners.

An hon'ble Member has made several demands that the Sampurna Kranti Express plying thrice a week between Nizamuddin to Manikpur should ply regularly. I would like to inform him that we are going to make it five days a week immediately and if occupancy of passengers remains satisfactory, the train will ply all the seven days a week from the next Rail Budget. The operational difficulties are also being checked. In Uttar Pradesh the war for the freedom of the country began in the year 1857. We, the people of the country, salute innumerable great heroes of the first battle of the freedom. We, salute Mangal Pandey, Tanya Tope and Rani Laxmibai of Jhansi, who have initiated the first ever freedom fight of the country are going to introduce a train named as Gadar Express train passing through all those places, to which they belonged. This train will ply from Kolkata to Kanpur and Jhansi via Barrakpur, which will pay tribute to all those innumerable martyrs and salute that land, keeping in mind the memory of that revolution. Therefore, the Indian Railway is introducing this Gadar Express; it is not the mutiny of the people. Sir, therefore, the increase in freight revenue could be continued by way of increasing wagons during the coming years. Today, the need to redesign and maintain the wagons is increasing. In order to fulfill this need, a workshop to redesign coaches/wagons will be established on thousand acres of land at Begusaria district of the East Central Railway, which is lying idle at present. Many Hon'ble Members of Andhra Pradesh met me and demanded to open electricity loco shed or wagon workshop in the premises of Nandloor Stream Loco Shed, which is lying closed. There is a proposal to establish a concrete sleeper factory. Besides, the Jamalpur Factory will also be renovated.

Sir, all the demands in and out of the House by our hon'ble Members as well as Chief Minister of Kerala,

have its own importance, but we would definitely establish a factory to serve the great people of Kerala. We do not want to make any discrimination.

[English]

SHRI C.K. CHANDRAPPAN: Nothing will happen to the State of Kerala. ...*(Interruptions)*

[Translation]

SHRI LALU PRASAD YADAV: Hon'ble Member of Parliament, Prabhunath Singh Ji is not present here. He said that his wife was traveling. Hon'ble Speaker also wrote a letter to me in this regard. It was mentioned in his complaint that his wife was going to Patna, and was accompanied with her nephews and they had been charged a fine of Rs. ten thousand. I have read the report of the train superintendent and taken cognizance of the facts. I got the information that hon'ble Prabhunath Singh's wife had railway ticket of her own and her children, but that was of second A.C. The children came to talk to their aunt. So, it is not a big issue. They had tickets. So we would return that amount of Rs. 10,000 that had been fined to her and I would like to warn such ticket-checkers that they should not get involved in such type of useless things.

We should not get entangled in trivial matters. I have conveyed it to the hon. Speaker that the spouse's pass is the root cause of confusions. It should be amended to the effect that an M.P. can take his wife, sister or any other family member with whom he wants to travel as an accompanying person so that the confusion like this could be avoided. Thus, Mr. Speaker, Sir, when we bring a regular budget, no hon'ble Member will have any grievances.

SHRI RAM KRIPAL YADAV: Sir, I would like the Government to give an assurance that the issue raised by Ram Kripal Yadav. ...*(Interruptions)*

SHRI LALU PRASAD: Please be seated. This is the same issue which I had dwelt upon here. That is why I have warned those officials to be vigilant in future and I appeal to hon'ble Prabhunath ji that this matter ends here. The spouse had a ticket and yet she faced problems. This is our family matter. They are our children, we regret it. Rs. ten thousand will be refunded.

[Shri Lalu Prasad]

Shri Vijay Krishna Ji has raised the issue of take over of Wagon Factory, Muzaffarpur under Heavy Industries Department, Mokama for which we are taking up the matter with the industry department. I think we shall arrive at any decision soon.

MR. DEPUTY SPEAKER: You have just said something about the companion. Can the spouse, like an MP, travel alone?

SHRI LALU PRASAD: The spouse can accompany an M.P. In case of the spouse traveling alone, it is the Lok Sabha which will have to augment facilities in this regard. It is your job. Railways derive its funds from the Lok Sabha. We will follow your mandate and are ready to give it in writing.

Swain ji, this is the rainy season. A particular animal grows weak in this season because as it moves ahead grazing in the field. When, sometimes, it looks back, it finds nothing but greenery all around and, thus, it becomes weak and frail thinking that it has eaten nothing. In summer season it does not get sufficient fodder but on looking back it does not find greenery anywhere and thus, thinking that it has eaten a lot gets healthier in that season. He has been in the accounts service. He is a sensible hon'ble Member and also has every right to seek betterment of the Railways. He has been in the Railway service, and, thus, can give me more constructive suggestions like on how further savings can be made and how more money can be saved. But he gets deviated from his subject.

Sir, with this I urge the House to pass the Demands for Supplementary Grants (Railways). *...(Interruptions)* Everything has been said. He should stop creating uproar. I want to give a clarification with regard to the report. As stated by Shri Ram Kripal, the proposed Bihta-Aurangabad line has already been sanctioned and after having fixed the date of laying foundation stone there, the work thereof will be started and completed. Approval of the Rail safety commission has been received regarding the decision to increase the axle load. We cannot do anything without approval, otherwise any untoward thing may happen tomorrow. Billing of goods loaded according to their strengthening of the tracks and taking other safety measures were suggested by the CAG. The CAG has strongly recommended to implement this very demand of strengthening safety measures. The CAG has nowhere

suggested in their report to withdraw this decision. As per the recommendations of the CAG, provision of DRI has been increased upto Rs. 5500 crore so that the track and the bridge could be strengthened before it is too late. So, all these things will be possible after taking precaution and seeing turnaround and technique. *...(Interruptions)*

SHRI PRABHUNATH SINGH (Maharajanj, Bihar): The hon'ble Minister has stated that my matter had ended and I admit it.

I have come late in the House, so, I do not know what he has said in his speech. I would like to ask him why the pace of a very old project of Chhapra, Kaptanganj, Misrikh and Maharajanj is very slow.

SHRI LALU PRASAD: Sir, it is true that the pace of this project is very slow. Under the jurisdiction of Gorakhpur, the tender of the bridge and the line is not being finalized due to hurdles put by some people. We have taken up the matter with the State Chief Minister and the DG. It is necessary to lay Kaptanganj rail line in public interest. The work of Misrikh and Maharajanj rail line will be completed in time.

PROF. PREM KUMAR DHUMAL: There is no Shatabdi or Rajdhani train running from Himachal Pradesh. My request was that if the Delhi-Chandigarh bound Jan Shatabdi Express is extended upto Una, the State will definitely be benefited. He has said in his reply that there has been no electrification work beyond Saharanpur, so it is difficult to extend that train up to Haridwar. A number of trains that are driven by electric engines, are later driven by other engines. It is an urgent need of that State, this train should be run from Una to Haridwar. It does not matter if there is no electrification beyond Saharanpur, it can be driven by steam engines, diesel engines and so on beyond that but it should be done. The hon'ble Minister may give an assurance to fulfil this demand.

SHRI PUNNU LAL MOHALE: In Bilaspur Rail Division, a survey of laying railway line upto 125 kilometres, was conducted five years ago. This is a 30-year-old demand. In this connection, I had requested earlier in the past that it would be better if at least, sanction of laying the proposed rail line in Bilaspur Division was accorded.

DR. LAXMINARAYAN PANDEY: I had met the hon'ble Minister two-four days ago. He had assured me of getting

the work done for which I had had a meeting with him. The hon'ble Minister had come to my constituency and for that, I, had extended my thanks to him since the work was done in a better way. He has stated about the gauge conversion of Ratlam-Akola rail line in western Railway. He had announced there that the project had already been sanctioned. I want that the work be started soon so that the transportation facility may be provided and, thus, the link from Akola to Ajmer be established. At the same time an order may please be passed regarding providing stoppages of those trains at Mandsaur and Jawra in Ajmer-Ratlam rail section for which demand has been made.

SHRI HARIHAR SWAIN (*Aska*): I have a question.....*

[*English*]

MR. DEPUTY SPEAKER: This is irrelevant. This is not to be recorded.

...(Interruptions)*

[*Translation*]

SHRI LALU PRASAD: Hon'ble Pandey ji, hon'ble former Chief Minister and other hon'ble Members have drawn my attention to various aspects. I have done a lot of work in the constituency of Pandey ji. I have taken cognizance of his demands and also am aware of the things. After getting the Railway budget passed and other works disposed, I will invite all of you to Rail Bhawan. Having discussed all the pending works, we will explore the way to expedite them. There should not be any doubt about it. Your work is my duty. It is not the work of any party. Railway network is to be established all around. I am always in search of areas where the work is necessitated.

[*English*]

MR. DEPUTY-SPEAKER: I shall now put the Supplementary Demand for Grant (Railways) for 2007-08 to the vote of the House.

The question is:

"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 of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 2008, in respect of the head of Demand entered in the second column thereof against Demand No. 16".

*Demands for Supplementary Grants (Railways) for
2007-08 to be submitted to the Vote of Lok Sabha*

No. of Demand	Name of Demand	Amount of Supplementary Demands for Grants to be submitted to the vote of the House (Rs.)
16	Assets-Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	270,00,10,000
	Railway Funds	30,000
	Railway Safety Fund	10,000
	Total	270,00,50,000

The motion was adopted

APPROPRIATION (RAILWAYS) NO. 3 BILL 2007*

[*Translation*]

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): I beg to move that leave be granted to introduce a bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purpose of Railways.

[*English*]

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorize payment and appropriation of certain further sums from and out of the consolidated Fund of India for the services of the financial year 2007-08 for the purpose of Railways."

The motion was adopted.

* Published in the Gazetted of India, Extraordinary Part II
Section 2, dated 23.8.2007.

[Translation]

SHRI LALU PRASAD: I beg to introduce** the Bill.

MR. DEPUTY-SPEAKER: The Minister may now move that the Bill be taken into consideration.

[Translation]

SHRI LALU PRASAD: I beg to move.

"That the Bill to authorize payment and appropriation of certain further sums from and out of the consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways, be taken into consideration."

[English]

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to authorize payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2007-08 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The House will 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.

[Translation]

SHRI LALU PRASAD: I beg to move:-

That the Bill be passed

[English]

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

20.43 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 24, 2007/ Bhadrapada 2, 1929 (Saka).

**Introduced with the recommendation of the President.

ANNEXURE I

Member-wise Index to Starred Questions

Sl.No.	Member's Name	Question Number
1.	Shri Ahir, Hansram G.	177
2.	Shri Athawale, Ramdas	170
3.	Shri Barman, Hiten	180
4.	Shri Bhagora, Mahavir	164
5.	Shri Bose, Subrata	168
6.	Dr. Chinta Mohan	166
7.	Shri Chowdhury, Adhir	169
8.	Shri Dhotre, Sanjay	173
9.	Smt. Gawali, Bhavana P.	173
10.	Ch. Hassan, Munawar	177
11.	Shri Hussain, Syed Shahnawaz	165
12.	Shri Karunakaran, P.	175
13.	Shri Khaire, Chandrakant	172
14.	Shri Khandelwal, Vijay Kumar	165
15.	Shri Maharia, Subhash	174
16.	Prof Malhotra, Vijay Kumar	167
17.	Shri Mandal, Sanat Kumar	169
18.	Dr. Mishra, Rajesh	180
19.	Shri Mollah, Hannan	162
20.	Shri Prasad, Harikewal	163
21.	Prof. Ramadass, M.	171
22.	Shri Reddy, Magunta Sreenivasulu	161
23.	Shri Reddy, N. Janardhana	176
24.	Shri Rijiju, Kiren	167
25.	Shri Sharma, Madan Lal	171
26.	Shri Siddeswara, G.M.	164
27.	Shri Singh, Chandra Bhushan	178
28.	Shri Singh, Suraj	166
29.	Shri Singh, Rajiv Ranjan "Lalan"	179
30.	Shri Suman, Ramji Lal	179
31.	Shri Thomas, P.C.	168
32.	Shri Thummar, V.K.	163
33.	Shri Yerrannaidu, Kinjarapu	174

Member-wise Index to Unstarred Questions

Sl.No.	Member's Name	Question Number
1	2	3
1.	Shri "Baba", K.C. Singh	1602
2.	Shri "Bachda", Bachi Singh Rawat	1606
3.	Shri Aaron Rashid J.M.	1654, 1708, 1747,
4.	Shri Acharia, Basudeb	1624, 1725
5.	Shri Adsul, Anandrao V.	1629, 1656, 1659, 1730, 1751
6.	Dr. Agarwal, Dharendra	1620, 1722
7.	Shri Ahir, Hansraj G.	1587, 1695, 1733
8.	Shri Athawale, Ramdas	1647, 1655, 1700, 1789
9.	Shri Barad, Jasubhai Dhanabhai	1605, 1745
10.	Shri Barman Hiten	1739
11.	Shri Barman, Ranen	1623, 1778
12.	Shri Baxla, Joachim	1596, 1726
13.	Shri Bellarmin, A.V.	1622, 1642
14.	Shri Bhadana, Avtar Singh	1599, 1708, 1791
15.	Shri Bishnoi, Kuldeep	1582, 1692
16.	Shri Bose, Subrata	1775
17.	Shri Chandrappan, C.K.	1636, 1736
18.	Shri Chavda, Harishinh	1591, 1620, 1729
19.	Shri Chitthan, N.S.V.	1632, 1734
20.	Shri Chowdhary, Pankaj	1661, 1757
21.	Shri Chowdhury, Adhir	1713
22.	Smt. Deo, Sangeeta Kumari Singh	1610, 1733
23.	Shri Deora, Milind	1603, 1704

1	2	3
24.	Shri Deshmukh, Subhash Sureshchandra	1645, 1741
25.	Dr. Dhanaraju, K.	1625
26.	Shri Dhotre, Sanjay	1715, 1759
27.	Prof. Dhumal, Prem Kumar	1584, 1694, 1743
28.	Shri Gaddigoudar, P.C.	1681
29.	Shri Gadhavi, P.S.	1633
30.	Shri Gaikwad, Eknath M.	1660, 1671, 1672, 1763, 1764
31.	Shri Gangwar, Santosh	1652, 1762
32.	Smt. Gawali, Bhavana P.	1715, 1759
33.	Shri Gehlot, Thawarchand	1618, 1639
34.	Shri Gowda, D.V. Sadananda	1651, 1796
35.	Ch. Hassan, Munawar	1718
36.	Shri Hussain, Anwar	1653, 1767
37.	Shri Hussain, Syed Shah Nawaz	1709
38.	Dr. Jagannath, M.	1614, 1746
39.	Dr. Jatiya, Satyanarayan	1634
40.	Smt. Jayaprada	1648
41.	Shri Jindal, Naveen	1579, 1742
42.	Shri Jogi, Ajit	1643
43.	Shri Joshi, Pralhad	1581, 1776
44.	Shri Kalmadi, Suresh	1673, 1765
45.	Shri Kanodia, Mahesh	1669
46.	Shri Karunakaran, P.	1716
47.	Shri Khaire, Chandrakant	1698, 1778
48.	Shri Khan, Sunil	1585, 1735, 1762
49.	Shri Khadewal, Vijay Kumar	1711, 1792
50.	Shri Khanna, Avinash Rai	1773

1	2	3
51.	Shri Kharventhan, S.K.	1572, 1655, 1684, 1727, 1780
52.	Shri Koshal, Raghuveer Singh	1576, 1687, 1781
53.	Shri Krishna Swamy, A.	1637
54.	Shri Krishna, Vijoy	1675, 1766
55.	Shri Krishnadas, N.N.	1655, 1677, 1771
56.	Shri Kumar, Nikhil	1640, 1713
57.	Shri Kumar, Sajjan	1708
58.	Shri Kunnur, Manjunath	1655, 1776, 1777
59.	Adv. Kurup, Suresh	1616
60.	Smt. Lakshmi, Botcha Jhansi	1665
61.	Sr. Libra, Sukhdev Singh	1574
62.	Smt. Madhavaraj, Manorama	1600, 1794
63.	Smt. Mahajan, Sumitra	1609, 1618, 1728
64.	Shri Maharia, Subhash	1760
65.	Shri Mahato, Narahari	1578, 1689, 1789
66.	Shri Mahtab, Bhartruhari	1649, 1744
67.	Shri Mandal, Sanat Kumar	1686
68.	Smt. Mane, Nivedita	1671, 1672, 1763, 1764
69.	Dr. Manoj, K.S.	1601, 1736
70.	Shri Masood, Rasheed	1570, 1707, 1790
71.	Shri Mehta, Bhubneshwar Prasad	1638, 1769
72.	Dr. Mishra, Rajesh	1708, 1791
73.	Shri Mohan, P.	1623
74.	Shri Mollah, Hannan	1712

1	2	3
75.	Shri More, Vasantrao	1622, 1679
76.	Shri Murmu, Hemlal	1639, 1737
77.	Shri Oram, Jual	1648, 1676
78.	Shri Owaisi, Asaduddin	1626, 1657, 1727
79.	Shri Pallani Shamy, K.C.	1588, 1696, 1784
80.	Shri Panda, Prabodh	1622, 1714, 1724
81.	Dr. Padey, Laxminarayan	1568, 1693, 1750, 1751
82.	Shri Parste, Dalpat Singh	1655, 1662, 1762, 1793
83.	Shri Patel, Jivabhai Ambalal	1733
84.	Shri Patel, Kishanbhai V.	1644, 1658, 1740, 1751
85.	Smt. Pateriya, Neeta	1611
86.	Shri Pathak, Brajesh	1674, 1797
87.	Shri Patil, Pratik P	1598, 1702, 1786
88.	Smt. Patil, Rupatai Diliprao Nilangakar	1635, 1639
89.	Shri Patil, Shriniwas Dadasaheb	1595, 1639
90.	Shri Prabhu, Suresh Prabhakar	1605, 1657, 1745, 1768, 1780
91.	Shri Pradhan, Dharmendra	1583, 1750
92.	Shri Prasad, Harikowal	1703
93.	Shri Prasad, Lalmani	1607
94.	Shri Rajagopal, L.	1573, 1662, 1685, 1732
95.	Prof Ramadass, M.	1773, 1714
96.	Shri Ramakrishna, Badiga	1577, 1688
97.	Shri Rana, Kashiram	1610, 1621, 1723

1	2	3
98.	Smt. Rani, K.	1613
99.	Shri Rao, K.S.	1593, 1697
100.	Shri Rao, Rayapati Sambasiva	1625, 1655, 1678, 1743, 1772
101.	Shri Rathod, Haribhau	1667, 1759
102.	Shri Rawale, Mohan	1666, 1758
103.	Shri Reddy, G. Karunakara	1580, 1691, 1783
104.	Shri Reddy, K.J.S.P.	1774
105.	Shri Reddy, M. Raja Mohan	1589, 1753
106.	Shri Reddy, Magunta Sreenivasulu	1710
107.	Shri Reddy, N. Janardhana	1717
108.	Shri Renge Patil, Tukaram Ganpatrao	1646, 1680, 1722, 1748
109.	Shri Rijiju Kiren	1639, 1693, 1751
110.	Shri Sai Prathap, A.	1573
111.	Shri Saradgi, Iqbal Ahmed	1571, 1683, 1718, 1788
112.	Shri Saroj, Tufani	1650
113.	Shri Sathyanarayana, Sarvey	1615
114.	Shri Satpathy, Tathagata	1590
115.	Shri Scindia, Jyotiraditya M.	1630, 1731
116.	Shri Sethi, Arjun	1575, 1756
117.	Shri Shaheen, Abdul Rashid	1631, 1732
118.	Shri Shakya, Raghuraj Singh	1639
119.	Shri Sharma, Madan Lal	1773
120.	Shri Shivajirao, Adhalrao Patil	1629, 1656, 1659, 1730, 1751
121.	Shri Shivanna, M.	1670
122.	Smt. Shukla, Karuna	1583, 1639

1	2	3
123.	Shri Siddeswara, G.M.	1699, 1785
124.	Shri Sidhu, Navjot Singh	1682
125.	Smt. Sikdar, Jyotirmoyee	1780
126.	Shri Singh, Chandra Bhushan	1719
127.	Shri Singh, Chandrabhan	1619
128.	Shri Singh, Dushyant	1668, 1761
129.	Shri Singh, Ganesh	1592, 1634
130.	Shri Singh, Mohan	1628
131.	Shri Singh, Prabhunath	1647, 1743
132.	Shri Singh, Rakesh	1597, 1639, 1701
133.	Shri Singh, Rewati Raman	1612
134.	Shri Singh, Sugrib	1644, 1658, 1740, 1752
135.	Shri Singh, Suraj	1721, 1770, 1780
136.	Shri Singh, Uday	1608, 1705, 1751, 1787
137.	Shri Singh, Rajiv Ranjan "LALAN"	1721
138.	Shri Solanki, Bhupendrasinh	1669
139.	Shri Subba, M.K.	1594
140.	Shri Subbarayan K.	1664

1	2	3
141.	Shri Sugavanam, E.G.	1569, 1644, 1690, 1782
142.	Shri Suman, Ramji Lal	1770
143.	Shri Surendran, Chengara	1663, 1732, 1779
144.	Shri Thomas, P.C.	1795
145.	Shri Thummar, V.K.	1723, 1748
146.	Shri Tripathi, Chandra Mani	1568, 1635, 1751
147.	Shri Tripathy, Braja Kishore	1604, 1749, 1762
148.	Shri Vallabhaneni, Balashowry	1660, 1755
149.	Shri Vasava, Mansukhbhai D.	1646, 1729
150.	Shri Veerendrakumar, M.P.	1641, 1738,
151.	Shri Verma, Bhanu Pratap Singh	1586, 1774
152.	Shri Verma, Ravi Prakash	1629, 1656, 1659, 1730, 1754
153.	Shri Yadav, Giridhari	1743
154.	Shri Yadav, Kailash Nath Singh	1674
155.	Shri Yadav, Mitrasen	1627
156.	Shri Yerrannaidu, Kinjarapu	1706
157.	Shri Yogi, Aditya Nath	1617, 1720

ANNEXURE II

Ministry-wise Index to Starred Questions

<i>Chemicals and Fertilizers</i>	166, 168, 177, 179
<i>Civil Aviation</i>	169, 171, 173, 180
<i>Culture</i>	
<i>Food Processing Industries</i>	163
<i>Heavy Industries and Public Enterprises</i>	
<i>Minority Affairs</i>	162
<i>Petroleum and Natural Gas</i>	170, 174, 176
<i>Railways</i>	167, 172, 178
<i>Social Justice and Empowerment</i>	165, 175
<i>Steel</i>	
<i>Tourism</i>	161, 164

Ministry-wise Index to Unstarred Questions

<i>Chemicals and Fertilizers</i>	1570, 1623, 1638, 1639, 1710, 1718, 1758, 1774, 1775, 1778, 1789, 1795
<i>Civil Aviation</i>	1573, 1574, 1578, 1581, 1596, 1600, 1603, 1604, 1606, 1618, 1621, 1637, 1641, 1644, 1648, 1654, 1657, 1660, 1665, 1671, 1673, 1683, 1685, 1689, 1700, 1714, 1719, 1723, 1724, 1725, 1727, 1733, 1737, 1747, 1748, 1749, 1765, 1768, 1771, 1784, 1797
<i>Culture</i>	1577, 1586, 1593, 1602, 1609, 1611, 1651, 1675, 1684, 1708, 1722, 1734, 1744, 1754, 1766, 1772, 1794
<i>Food Processing Industries</i>	1636, 1690, 1755, 1757, 1769
<i>Heavy Industries and Public Enterprises</i>	1569, 1580, 1612, 1655, 1677, 1682, 1694, 1735, 1743, 1762, 1780, 1793
<i>Minority Affairs</i>	1662, 1790, 1791
<i>Petroleum and Natural Gas</i>	1579, 1592, 1594, 1597, 1598, 1601, 1608, 1614, 1620, 1624, 1630, 1635, 1645, 1652, 1658, 1672, 1674, 1680, 1692, 1697, 1705, 1715, 1721, 1726, 1728, 1730, 1738, 1746, 1751, 1756, 1764, 1770, 1779, 1787
<i>Railways</i>	1571, 1572, 1576, 1582, 1584, 1585, 1587, 1588, 1589, 1591, 1595, 1599, 1605, 1610, 1613, 1616, 1617, 1619, 1622, 1625, 1629, 1631, 1632, 1634, 1642, 1643, 1646, 1649, 1656, 1664, 1666, 1669, 1670, 1676, 1678, 1679, 1681, 1686, 1687, 1688, 1693, 1695, 1696, 1698, 1699, 1701, 1702, 1703, 1704, 1706, 1711, 1712, 1716, 1717, 1720, 1729, 1736, 1741, 1745, 1753, 1760, 1761, 1763, 1773, 1776, 1777, 1782, 1785, 1786, 1792, 1796.

INTERNET

The original version of Lok Sabha proceedings is available on Parliament of India Website at the following address :

<http://www.parliamentofindia.nic.in>

LIVE TELECAST OF PROCEEDINGS OF LOK SABHA

Lok Sabha proceedings are being telecast live on Lok Sabha T.V. Channel. Live telecast begins at 11 A.M. on everyday the Lok Sabha sits, till the adjournment of the House.

LOK SABHA DEBATES ON SALE

Printed copies of Lok Sabha Debates of English and Hindi Versions and other Parliamentary Publications are available for sale at the Sales Counter, Parliament House, New Delhi-110 001.

© 2007 By Lok Sabha Secretariat

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in Lok Sabha
(Eleventh Edition) and printed by Jainco Art India, New Delhi.
