

[English]

**Face Lifting of Railway Stations in Punjab**

2110. BABA SUCHA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the amount earmarked during current year for face lifting of the Railway Stations in Punjab;

(b) the criteria for selecting the Railway Stations for face lifting; and

(c) the details of Railway Stations in Ferozpur Division selected for face lifting?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Rs. 15.84 lakh.

(b) Face lifting including renovation of stations is a continuous process and the same is done in a phased manner depending on the volume of traffic handled at a station subject to availability of funds and comparative needs of other stations.

(c) various works in this regard are proposed to be under-taken at the following stations of Ferozpur division:-

- (i) Jammu Tawi
- (ii) Jalandhar City
- (iii) Mukerian
- (iv) Phillaur
- (v) Ferozpur Cantt.
- (vi) Ferozpur city
- (vii) Jallalabad
- (viii) Beas.

An outlay of Rs. 28.22 lakhs has been provided for these stations during 1990-91.

**Newsprint Plant in Punjab**

2111. SHRI KIRPAL SINGH:  
SHRI PHOOL CHAND  
VERMA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether attention of Government has been drawn to the news item captioned "newsprint plant in Punjab to go on stream soon", appearing in the "Indian Express" of July 21, 1990;

(b) if so, by when the work of newsprint plant is likely to start;

(c) the reasons for delay in the work and for the cost of project going up;

(d) whether people of the border state would be given employment there;

(e) if so, the number of youths with technical and other qualifications likely to be recruited for this plant; and

(f) the number of skilled and unskilled labourers that would be recruited in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) and (c). The Punjab Agro-Industries Corporation Ltd., has reported that work on the project has already started. Delay was on account of acquisition of land and obtaining environmental and pollution clearances. The reasons for increase in project cost are stated as general escalation in prices of inputs and depreciation in the value of Rupee.

(d) to (f). About 400 persons with tech-

nical and other qualifications and 700 skilled and unskilled labourers are likely to be provided direct employment in the project. Many of these are likely to be residents of the State.

### **Industrialisation in J & K**

2112. SHRI MADHAVRAO SCINDIA: Will the Minister of INDUSTRY be pleased to state:

(a) whether any effective steps have been taken to encourage private sector investments and industrialisation in Jammu and Kashmir with a view to promote its economy while generating employment opportunities there as part of the drive for normalisation of the situation in the State; and

(b) if so, the details in that regard and the response of private entrepreneurs thereto?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). State Government of Jammu & Kashmir have introduced a package of incentives for small, medium and large scale industrial units. These incentives provide, among other things, allotment of land and sheds, exemption and concession of tax, sales tax exemption on machinery, subsidy on purchase of diesel generating sets and other equipment, stipends for training of entrepreneurs, price performance and marketing support.

As regards employment opportunities, according to Government of Jammu & Kashmir, 1854 SSI units have been registered during the year 1989-90 which approximately generate employment of about 8000 persons. For the Current year, the State Government have set a target of 2000 SSI units to be registered and these will generate employment to nearly 9000 persons.

Under self-employment programme,

9562 units have been registered ending December, 1989, generating employment of 22,600 persons. For the current year, the State Government envisage setting up of 1,800 units under this programme which will provide employment opportunities to 4260 persons.

### **Savings in Diesel Consumption by Railways and Power Houses.**

2113. SHRI J. CHOKKA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) Whether diesel consumption by Railways and power houses has been proposed to be reduced to effect savings; and

(b) If so, the savings expected to accrue in the balance of payments as a result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) While diesel conservation and efficient utilisation of the same continues to get top priority, it is not possible to reduce total diesel consumption on the Railways on account of increased traffic commitment.

The use of diesel oil in Thermal Power Stations is very limited and there is no specific proposal at present to effect its reduction.

(b) Does not arise.

[*Translation*]

### **Widening of roads in Madhya Pradesh**

2114. SHRI S. C. VERMA: Will the Minister of ENERGY be pleased to state:

(a) whether Union government has invited estimates from Madhya Pradesh Government in March, 1985 for strengthening and widening of roads connected with coal