

LOK SABHA DEBATES (English Version)

Thirteenth Session
(Eighth Lok Sabha)



सत्यमेव जयते

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LOK SABHA DEBATES

LOK SABHA

Tuesday, March 7, 1989/Phalguna
16, 1910 (Saka)

The Lok Sabha Met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

WELCOME TO PARLIAMENTARY
DELEGATION FROM INDONESIA

[*English*]

MR. SPEAKER: Hon'ble Members, I have to make an announcement. On my own behalf and on behalf of the Honourable Members of the House, I have great pleasure in extending our warm welcome to His Excellency Mr. Drs. Soeryadi, Deputy Speaker of the House of Representatives and Hon'ble Members of Indonesian Parliamentary Delegation who are on a visit to India as our honoured guests.

The other Hon'ble Members of the delegation are:

1. Mrs. R.H.A. Tutty Zahra Hamik Sh
2. Mr. Ir Abdurachman Rangkuti
3. Mr. T.A. Lingga
4. Major General (Ret.) Rahardjo
5. Mrs. Dra H. Umroh Machfuozah
6. Mrs. Clara Sitompul Tambunan
7. Mr. Lentjang, B.A.

The Delegation arrived Delhi on 6 March, 1989. They are now seated in the special box. We wish them a happy a fruitful stay in our country. We also convey our warm greetings and very best wishes through them to His Excellency the President, the Parliament and the friendly people of Indonesia.

(*Interruptions*)

[*Translation*]

MR. SPEAKER: I find that very few lady Members are present in the House today. I can see only one lady Member sitting on that side.

SHRI BALKAVI BAIRAGI: Mr. Speaker, Sir, hon. Kumari Mamata Banerjee is sitting on this side.

MR. SPEAKER: Good, she is sitting.

SHRI BALKAVI BAIRAGI: She alone is enough representation.

[*English*]

MR. SPEAKER: Look, what a bountiful representation they have got!

SHRI DINESH GOSWAMI: We have seen what the lady Members can do!

[*Translation*]

MR. SPEAKER: You will not face any threat from them; so you need not worry.

SHRI DINESH GOSWAMI: We will be under threat, Sir.

ORAL ANSWERS TO QUESTIONS

[*English*]**Reported case of Fraud in CTO, New Delhi**

*163. PROF. MADHU DAN-
DAVATE†:
SHRI KAMLA PRASAD RA-
WAT:

Will the Minister of COMMUNICA-
TIONS be pleased to state:

(a) whether in June, 1986, a fraud was reported in the Central Telegraph Office, Eastern Court, New Delhi;

(b) if so, the details thereof;

(c) whether the matter has been enquired into by the CBI or any other agency; and

(d) if so, the outcome thereof and the details of action taken thereon?

[*Translation*]

THE MINISTER OF COMMUNICA-
TIONS (SHRI BIR BAHADUR SINGH): (a)
to (d). A statement is given below.

STATEMENT

(a) Yes, Sir.

(b) In May, 1986, Accounts Officer, CTO, New Delhi, while signing the bills of unpaid wages, noted some discrepancies and then preliminary investigations were started. The Accounts Officer submitted his report in July, 1986.

Analysis of the preliminary investigation report revealed involvement of 68 officials (all non-gazetted) and the Competent Authority decided to issue major penalty charge-sheet to nine (9) officials and minor penalty charge-sheet to fifty-nine (59) officials. Five (5) RIP officials were also in-

involved in this fraud and their services were discontinued forthwith.

(c) The matter was first investigated by the departmental agency and then it was also referred to the CBI.

(d) The CBI have not yet replied to our reference and the CBI has been reminded on 30th September, 1988, and 6th March, 1989.

[*English*]

PROF. MADHU DANDAVATE: In part (a) of the Question, I had enquired whether in June, 1986, a fraud was reported in the Central Telegraph Office, Eastern Court, New Delhi and your reply is—Yes, Sir. That means you concede that it is a fraud and though you have conceded that it is a fraud and the fraud was reported, strangely enough in part (b) of the reply you have stated:

"In May, 1986, Accounts Officer, CTO, New Delhi, while signing the bills of unpaid wages, noted some discrepancies and then preliminary investigations were started..."

If it was a fraud, then merely saying that there were some discrepancies in the bills of unpaid wages does not give a proper reply to part (b) of the question, where I had asked— if so, the details thereof.

Therefore, before I ask my supplementary, I would like you to give a proper reply to my questions asked at part (a) and (b), in which I wanted to know, if it was a fraud, what are the details thereof.

Cursorily saying that there were discrepancies in the bills of unpaid wages is not sufficient to tell the House about the facts. Therefore, please first reveal the facts of the case.

[*Translation*]

SHRI BIR BAHADUR SINGH: Sir, a

proper reply has been given to the question asked. It has been stated that fraud has been committed. The Accounts Officer while signing some bills of unpaid wages had noted that several bills were presented in the same name which covered long periods of time and then preliminary investigations were conducted in which fraud and discrepancies were revealed. Thereafter, all this action was taken.

In reply to Part (a) of the question, it has been stated that in May, 1986, Accounts Officer, CTO, New Delhi, while signing the bills of unpaid wages, noted some discrepancies and then preliminary investigations were conducted. The Accounts Officer submitted its report in July, 1986. It is true that fraud was committed which was revealed in the investigations and action was taken on it subsequently.

PROF. MADHU DANDAVATE: Mr. Speaker, Sir, before I ask my second supplementary question, I want a clarification on the first one. The hon. Minister has stated that preliminary investigations had revealed that different vouchers were prepared for the same bill and attempts were made to get them signed which indicate fraud as mentioned by him. The question is that if he was satisfied with the report of the preliminary investigations he would not have referred this case to the CBI. Their decision to refer the case to the CBI shows clearly that Government was not satisfied with the results of the preliminary inquiry. What were the reasons so overwhelming which made it necessary to refer this case to the CBI?

This is my first supplementary question and I will ask my second one subsequently.

MR. SPEAKER: How many times will you ask your first question?

SHRI BIR BAHADUR SINGH: It is true that fraud was revealed in the report and action has been taken against the persons involved in it but in two cases we faced difficulties in tracing the vouchers and some employee were also hesitating to sign which

caused delay in this matter. All this revealed that this fraud involved more than Rs. 20 thousand and consequently it was referred to the CBI on the recommendation of the Chief Vigilance Officer. It is also true that the preliminary investigations were properly conducted and all the facts were revealed. Certain cases in which there were some doubts and which needed further investigations were handed over to the CBI.

PROF. MADHU DANDAVATE: The reply given by the hon. Minister... (*Interruptions*) Sir, I had told you about it earlier. Had I not raised this question. I would have connected it with my first supplementary question. Had you not permitted me, I would have asked it at that time itself.

MR. SPEAKER: Since you are Professor, I will excuse you.

PROF. MADHU DANDAVATE: I do not want professional opportunity for the weaker sections. He has rightly said that. (*Interruptions*)

SHRI RAM PYARE PANIKA: Sir, this will give start to a new chapter. We have also raised important questions several times... (*Interruptions*)

MR. SPEAKER: Please sit down. You are interrupting. I will not allow you. You are talking unnecessarily.

PROF. MADHU DANDAVATE: It is clear from the reply of the hon. Minister that Government was not satisfied with the report of the preliminary investigation and there were doubts about several points and that is why the matter was handed over to the C.B.I. I want to know the date on which this case was referred to the C.B.I. CBI has not submitted its report so far. In this connection, I want to know whether the interim report has been submitted? If so, what are their findings? I also want to know that when the CBI personnel are competent in handling sensitive issues and are able to combat terrorism effectively as a result of which they have been granted extension, why have they not

been able to submit this report so far? If their final report has not been received; some interim report must have come by now...*(Interruptions)*

[*English*]

PROF. MADHU DANDAVATE: Mr. Speaker, Sir, I have said something in favour of CBI.

[*Translation*]

MR. SPEAKER: You are a wise person, Mr. Professor.

[*English*]

PROF. MADHU DANDAVATE: I am only strengthening my case that our CBI machinery is very strong, very powerful and very competent and with such a competent machinery...

MR. SPEAKER: Now, you don't explain all these things.

[*Translation*]

PROF. MADHU DANDAVATE: Sir, I have only submitted that if the C.B.I has not submitted its final report, then some interim report should be there.

[*English*]

MR. SPEAKER: Please come straight to the question.

[*Translation*]

PROF. MADHU DANDAVATE: The final report of the CBI has not been received, but if some interim report has come, the findings thereof should be presented in the House.

SHRI BIR BAHADUR SINGH: Sir, the matter was first investigated by the Departmental agency and all the facts came to light. This case was handed over to the C.B.I. on 6.4.88, though it was detected in 1986. Ac-

tion has been taken in certain cases but some cases are still pending. The Officers of the Department wanted this case to be referred to the C.B.I. All the cases are not complicated. It was in certain cases that CBI investigation was felt to be necessary. The CBI report has not been received so far. We have reminded them to submit it at the earliest so that early action could be taken on it.

PROF. MADHU DANDAVATE: He has not stated whether the interim report has been received or not. *(Interruptions)*

[*English*]

Pension Scheme in Coal Industry

*164. SHRI KAMAL NATH†:
SHRI C. MADHAV REDDI:

Will the Minister of ENERGY be pleased to state:

(a) whether Government are contemplating to introduce pension scheme in the coal industry;

(b) if so, the broad outlines of the proposed scheme;

(c) the financial implications thereof; and

(d) the time by which the scheme is likely to be implemented.

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) to (d). Coal India Limited is working on a retirement benefit scheme for its employees. The details of the Scheme are yet to be finalised.

SHRI KAMAL NATH: Sir, one of the policies of the Coal Department of the Government has been to replace physically unfit workmen and this has been announced and pronounced by the Ministry on various forums. Unless there is a Pension Scheme this replacement of physically unfit workers is

not very encouraging. Workmen do not want to retire because there is no proper pension scheme. We all know that pension is a concept which is applicable in one's lifetime. Since this scheme is being finalised for quite a long time, I would like to know from the hon. Minister when this scheme will be implemented. Can he assure the House that by such and such time—whatever be the period—the scheme will be implemented and executed for the benefit of the workmen of the coal industry?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): As soon as the scheme is finalised...

SHRI KAMAL NATH: When will that 'soon' be?

SHRI VASANT SATHE: Soon will be soon.

SHRI KAMAL NATH: Will it happen during the lifetime of the workers? Or in my lifetime? Give us at least an idea.

SHRI VASANT SATHE: Nobody is sure of anybody's lifetime. But I am hopeful. The scheme has been more or less finalised in the JBCCI. The details have been worked out. It is yet to be approved by the Government formally because they feel that there will be some repercussions in the other public sector undertakings. As far as the Coal India Ltd. is concerned, this scheme has been more or less finalised. As soon as it is approved, there will be no delay from the side of the Government.

SHRI BASUDEB ACHARIA: How much time will it likely to take?

SHRI VASANT SATHE: Even the discussions between the Management and the employees have taken so much time. I cannot blame anybody. But from the angle of the Government, on the Department's or the Ministry's side, we have, in principle accepted the scheme.

SHRI C. MADHAV REDDI: Sir, I am not

able to understand the answer. The question is relating to pension to the coal miners.

[*Translation*]

MR. SPEAKER: He is talking about pension scheme.

SHRI C. MADHAV REDDI: He is speaking about pension scheme but.

[*English*]

My point is this. The actual scheme which has been approved by the Coal India Ltd. is the scheme of voluntary retirement and not the pension scheme. Pension scheme is something which has gone from the side of the Ministry. The Ministry can, perhaps be considering it. The point is whether the voluntary scheme finalised by the management of the Coal India Ltd. has been approved by the Government of India. Or are the Government of India and the Coal India Ltd. working at cross purposes in the sense that the Government wants the pension scheme while the Coal India is for the voluntary retirement scheme? Actually, what is the scheme which is likely to be operated and what will be its financial implications? How is it going to be a voluntary scheme? Will the workers be allowed to opt for it or would you require an agreement from the workers' union? What is the actual position?

SHRI VASANT SATHE: As I said, it is a retrieval benefit scheme. The voluntary retirement scheme which has been formulated is a different thing. The following are basically the broad features of the scheme which is for post-retirement benefits. Two percent will be contributed out of the provident fund by the employees' side; the management will also give two percent from their side. This will form the corpus of 4 percent. This is on the basis of the present 8 percent limit of the provident fund. But there is a proposal that it should be raised from 8 to 10 percent. If that is done, the additional two percent also will be contributed towards this retirement scheme which includes the concept of pen-

sion. This will apply to those whose minimum service is for more than 5 years. All the details of the normal pension concept, pension to the family and to the workers themselves, etc. have been worked out on the actuarial basis. As I said, it has to be formally approved by the Government.

[*Translation*]

SHRI C.P. THAKUR: Mr. Speaker, Sir, as per the hon. Minister's Statement, it will have some bearing on other Public Sector Undertakings, as well. In that case, the Government should take a broad decision so that it benefits the employees of all the Public Sector Undertakings. Is any such scheme under the consideration of the Government?

SHRI VASANT SATHE: I cannot say that this is so, but it often happens that on the pretext of the effects percolating to other Public Sector Undertakings, projects are shelved and even those who could have been benefited are not able to get the benefits. This, I think, is not right. It is welcome to think about the welfare of employees and to create funds for this purpose, but in doing so attempts should not be made to create hindrances in the scheme of others. I would request the hon. Member not to put obstacles in a matter which has reached the final stage.

[*English*]

SHRI BASUDEB ACHARIA: Sir, what the hon. Minister has stated is not a fact that the discussion took much longer time. The agreement was finalised three years back. The JBCCI also gave its approval. Then, it went to the Government for its final approval. It is pending with the Government for months together. This scheme was approved by NCWA-III, three years back and the term of NCWA also expired in December, 1987. There are a number of welfare schemes like employment of one of the dependants of the retired employee, construction of quarters, residential accommodation, drinking water but none of them have so far been incorpo-

rated in the NCWA-III.

May I know from the hon. Minister as to how much time the Government will take to give its approval for the pension scheme of the coal mine workers?

SHRI VASANT SATHE: I restricted myself only to this pension scheme. If the hon. Member wants to make a wide ranging allegation against the implementation, then I can only say that he is not factually correct. Quite a many recommendations of the NCWA have been implemented and there is a good rapport with the employees and the management as far as these welfare schemes are concerned.

The last meeting with the CMPF Board of Trustees on this question was held on 6.1.1989. i.e. just a few months back. So, to say that this has been going on and is pending with the Government is not correct. This is being considered. As I have said that because there is a feeling in the Bureau of Public Enterprises and the Government in some sectors that it will have its repercussions in other public sectors and therefore it must be considered more carefully was the reason why so much time was taken. If it was left to ourselves, then I can say to this House, through you, that this Ministry and the Coal India Ltd., would have implemented this scheme without delay.

Hydro-Electric Project on River Chenab in Jammu and Kashmir

*167. SHRI MOHD. AYUB KHAN: Will the Minister of ENERGY be pleased to state:

(a) whether a hydro-electric project on river Chenab in Jammu and Kashmir State is to be constructed in villages Serthalakote and Sawalkote of Tehsil Gool Gulab Garh of district Udhampur;

(b) whether the Civil Division sanctioned for Serthalakote has been established there;

(c) if so, when and if not, the reasons for

delay;

(d) whether Government are aware of the fact that because of speculation in the prices of land, indiscriminate felling and destruction of trees on both Government as well as private lands has started and tampering with revenue records is being manipulated in order to put forth fraudulent claims for compensation; and

(e) if so, the corrective action taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Yes, Sir. The Sawalkot HE Project is proposed to be constructed on the river Chenab in Jammu & Kashmir. The Dam of the project would be located at Sidhu in Ramban Tehsil of District Doda and the Power House at Sarthala in Gool-Gulab Tehsil of District Udhampur.

(b) and (c). As the project has not yet been sanctioned, only the preliminary works have been taken in hand by the National Hydro-electric Power Corporation, who would be executing the project.

(d) No, Sir.

(e) Does not arise in view of the reply to part (d).

[*Translation*]

SHRI MOHD. AYUB KHAN (Udhampur): Mr. Speaker, Sir, the point is that the Government has given the following reply.

[*English*]

"The Sawalkot HE project is proposed to be constructed..."

[*Translation*]

At the same time he says that the scheme has not yet been sanctioned. Is it a fact that the Ministry of Environment has not yet given

its clearance. As a result of that, as the hon. Minister said now, it will take 10 years for the project to complete. In this way there will be more delay. So far as the Cost of the project is concerned, he has informed that the project will cost Rs. 686.51 crores. Is it not a fact that the more the project is delayed the more will be the cost escalation. Through you, I would like to tell the hon. Minister that in spite of his earnest desire the Ministry of Environment did not give its clearance to these two projects i.e. the Sawalkot and Bagliyer projects and I would like to know from the hon. Minister about the steps the Government has taken to get their clearance early. After the receipt of the clearance, global tenders will be invited and thereby there will be more delay in taking up the project. Does the Government realise it that in order to strengthen our power sector, we have to work more and remove the bottlenecks coming in its way. Will the hon. Minister tell as to what steps he would be taking in this direction?

SHRI KALPNATH RAI: Mr. Speaker, Sir, the Sawalkot project will have to be executed on the river Chenab. Techno-economic clearance on this project has already been received, but the clearance from the Ministry of Forest and Environment is yet to be received. Moreover, the revised estimates will have to be prepared. Until and unless all these formalities are completed, this project cannot be taken up. This will be done under bi-lateral agreements. Work on infrastructure is being undertaken to start the project and the Government is making every effort to complete these projects. As soon as the requisite clearance from the Department of Forests is received, the project will also be implemented.

SHRI MOHD. AYUB KHAN: It is all right that the Government is making efforts, but what is the result of those efforts. The result is that no work has been undertaken for the last 2 years. I would like to know about the steps that have been taken to expedite these works and what steps are proposed to be taken by the hon. Minister to ensure that work on both these projects is started at the

earliest.

MR. SPEAKER: Then, should we ask the Government to stop making efforts?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): Sir, it is true that since the Department of Environment was created and an Act to that effect was enacted it has brought in a new approach to the subject and it has been our effort to see that the project is safe from environmental point of view and it does not create any imbalance in the environment of the country. That is why we have found a way out in consultation with my colleague and the officials of the department. We have asked them to constitute a Committee of the experts to proper an environmental plan before the project is taken up. The expenditure thereon will be borne by the Department of power. It will check the delay to be caused by the movement of files from one place to the other. We are making efforts in this direction and we are sure that we will be successful in our efforts.

[English]

White Paper on Public Sector

*169. SHRI S.B. SIDNAL†:
DR. G.S. RAJHANS:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the White Paper on Public Sector has been finalised;

(b) if so, whether it has been considered by Government; and

(c) if so, when it is to be presented before Parliament?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). White Paper on Public Sector is still under consideration of the Government and will be placed before Parliament as soon as it is finalised.

SHRI S.B. SIDNAL: At least the Gov-

ernment should be able to tell when it is going to finalise the White Paper and when it is going to lay it on the Table of the House? There are many sick units and losses are increasing. Even after the Government has taken them over, still they are running into losses. The public is very sensitive about the public sector. We are having great concern for the losses. It is not fair on the part of the Government just to say that they have not yet finalised it. When will it be ready and when will it be laid on the Table of the House?

SHRI J. VENGAL RAO: It has been put up before the Cabinet. It will be finalised as early as possible. Certainly, it will be placed on the Table of the House. The hon. Member has expressed a great concern about the losses. In 1986-87, the profit of the public sector was Rs. 717 crores. In the current year, the net profit of the public sector is Rs. 2,183 crores. Some units are earning profit. Generally these public sector units are earning profit.

SHRI S.B. SIDNAL: There are sick units which are being taken over by the Government. After they are taken over by the Government, they are still running into losses. What are the reasons for their running into losses regularly? What steps the Government proposes to take to stop these losses?

SHRI J. VENGAL RAO: The only alternative is to close those sick units. But if we close them, then thousands of workers will be unemployed. That is why the government has to incur loss of Rs. 300 crores every year.

DR. G.S. RAJHANS: Is it a fact that the Government is thinking of transferring some of the losing public sector units to the Joint sector units?

SHRI J. VENGAL RAO: There is no such proposal.

SHRI HANNAN MOLLAH: The Government had assured in the House in the last

Budget Session that they would place a White Paper on the Table of the House. The Prime Minister himself has also assured about it time and again.

SHRIBASUDEB ACHARIA: The Minister of Industry has also done it.

MR. SPEAKER: Why are you interrupting him?

SHRI HANNAN MOLLAH: Is it a fact that the main recommendations made in the White Paper are so identical with the recommendations made by the World Bank and IMF? It is also inconsistent with our long-standing policy. The Government is afraid of publishing it and is delaying it.

SHRI J. VENGAL RAO: It is not correct. We are following in independent policy. It is before the Government. The World Bank's recommendations have got nothing to do with this.

[*Translation*]

SHRI GIRIDHARI LAL VYAS: Mr. Speaker, Sir, the Government takes over all the sick industries running in losses under the public sector, but it is not serious about taking over those industries in which thousands of people are employed and which are good form the public point of view. The largest Cement Factory of Asia is located in Sawai Madhopur in Rajasthan where 10,000 labourers are employed. We have made several requests to the Government to take over that industry, but it did not do anything in this regard. The labourers working in the said Cement Plant have been experiencing hardships for the last one year. Neither any benefit nor any facility is available to them. I would like to know whether the Government will take suitable steps so as to bring this factory under the public sector?

[*English*]

SHRI J. VENGAL RAO: The general policy of the Government is not to take over any sick units hereafter. The second point is

about Sawai Madhopur. It is before the BIFR. After they take a decision on it, we will take some action.

Urjagram Projects

*170. **PROF. NARAIN CHAND PARASHAR:** Will the Minister of ENERGY be pleased to state:

(a) whether Government have decided to establish at least one Urjagram Project in every Parliamentary Constituency;

(b) if so, the names of the villages in Himachal Pradesh identified for implementation of Urjagram Projects and the number of such Urjagram Projects in each State as on date; and

(c) the brief outline of the facilities proposed to be provided to such Urjagrams?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) to (c). A statement is given below.

STATEMENT

- (a) Yes, Sir.
- (b) Identification of villages for urjagram projects in Himachal Pradesh is in progress. 220 urjagram projects in 12 States/UTs have so far been taken up, out of which 85 have completed. The State-wise break-up is given in the Annexure below.
- (c) Facilities provided in the selected village will depend on the results of energy survey conducted prior to implementation of an urjagram project. A combination of various non-conventional energy devices and systems such as improved chulhas, biogas plants, solar photovoltaic systems, solar thermal systems, windmills, energy plantations and biomass systems, are installed in such projects. They

help to provide energy for cooking, lighting, water pumping, commu-

nity television, primary health centre, cottage industry etc.

ANNEXURE

State-wise Break-up of Urjagram Projects (As on 28.2.1989)

<i>S.No.</i>	<i>States/UTs</i>	<i>Completed</i>	<i>Under implementation</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Andhra Pradesh	3	10
2.	Bihar	1	8
3.	Delhi	6	2
4.	Gujarat	11	17
5.	Madhya Pradesh	10	14
6.	Maharashtra	16	30
7.	Orissa	6	3
8.	Rajasthan	—	12
9.	Tamil Nadu	2	6
10.	Tripura	2	—
11.	Uttar Pradesh	28	26
12.	West Bengal	—	7
Total		85	135

PROF. NARAIN CHAND PARASHAR: It appears that no Urjagram Project has been set up in Himachal Pradesh so far. May I know the date on which this scheme was first launched by the Government and what are the reasons for the delay in getting the project identified in Himachal Pradesh and by what time the process will be complete and when the project will start working?

SHRI VASANT SATHE: It was about two years ago that the integrated energy

village scheme was launched. The main requirement of implementing the scheme is to have a nodal village in each State with which the Central Department of Non-Conventional Energy Sources coordinates to set up this integrated energy facilities in the village. In Himachal Pradesh, unfortunately till now there has not been a nodal agency. We have taken up the matter with the Government. Now, recently a nodal agency in Himachal Pradesh has been created and the villages have been identified. In the area of

the hon. Member the villages which have been identified are Nari in Tehsil and block Unna and others.

MR. SPEAKER: Put them on the Table of the House.

SHRI VASANT SATHE: I would like the hon. Member to identify where he would like to give priority and with the nodal agency we will take it up.

PROF. NARAIN CHAND PARASHAR: I have already identified and given the name in a communication to the Revenue Minister H.P., from whom I had received a letter. May I know, in view of the large number of constituencies which the 544 members of this House are representing, whether it would be possible for the hon. Minister to see that at least one village in one Parliamentary constituency is identified by the time the present term of the Lok Sabha ends and when actually will it be taken in hand?

SHRI VASANT SATHE: That was the intention.

SHRI AJAY MUSHRAN: I want to know from the hon. Minister whether in the States where the nodal agencies have been identified long ago, in one constituency at least in one village the project will be set up. (*Interruptions*) In a very large number of constituencies there are 1800 to 2000 villages especially in constituencies in States like Madhya Pradesh. For example, my constituency has 1872 villages and that is not the complete number because in my district there are three Members of Parliament. So, I would like to know from the Hon. Minister whether he will consider that the proposal may be enlarged so that in such districts with a number of parliamentary constituencies at least two or three Urjagram projects are established?

SHRI VASANT SATHE: I will be too happy to do. But the question is you cut your coat according to the cloth. No cloth, no coat, As I have been, at your Honour also has been very kind, saying, this is one area

where the benefits are very large, but the resources are so meagre; they are negligible, Rs. 500 crores has been allotted in the entire Seventh Five Year Plan, You can imagine what benefits and things you can create, although these are very good schemes. I am pleading with the Planning Commission, with the Finance Ministry and with everyone, and hon. Members, if you can support this idea of integrated energy concept, I think, it will be a great service to the entire Urjagram project.

SHRI. S. JAIPAL REDDY: Mr. Speaker, you will kindly recollect that all the Members were asked to indicated one village in each parliamentary constituency more than two years ago. So far no concrete specific steps has been taken anywhere. (*Interruptions*)

SHRI AJAY MUSHRAN: Sir, it is wrong. (*Interruptions*)

MR. SPEAKER: Even hurry takes time.

(*Interruptions*)

SHRI AMAL DATTA: Only in Congress Members' Constituencies it has been done... (*Interruptions*)

[*Translation*]

MR. SPEAKER: Why are you making noise? He will himself reply to it.

[*English*]

He is responsible here. He will do it.

(*Interruptions*)

SHRI AJAY MUSHRAN: Sir, I know about my Constituency. (*Interruptions*)

SHRI AMAL DATTA: It is obvious that in Congress Members' Constituencies it has been done... (*Interruptions*)

SHRI S. JAIPAL REDDY: It is clear that Colonel knows more about his Constituency

that I do about my Constituency... (*Interruptions*)

MR. SPEAKER: Let him put the question. He will answer.

(*Interruptions*)

SHRIS. JAIPAL REDDY: The question is this. Except identification and survey... (*Interruptions*)

MR. SPEAKER: We will cross the bridge when it comes.

(*Interruptions*)

SHRIS. JAIPAL REDDY: Except identification and survey, nothing has been done. We have only a few months left before we go to polls. In fact, some of us would like to go to polls earlier. Therefore, I want the Minister to take it up immediately. Will the Minister indicate the time frame?... (*Interruptions*)

SHRI AMAL DATTA: It has to be done immediately... (*Interruptions*)

SHRI VASANT SATHE: Unfortunately the hon. Member is psychologically very pessimistic and therefore... (*Interruptions*)

SHRI AMAL DATTA: Particularly in your case... (*Interruptions*)

SHRI VASANT SATHE: Sir, if one close one's eyes to the reality, one cannot do anything about him. He need not think about the entire country because he will not bother. In Andhra Pradesh itself, completed projects are 3; projects under implementation are 10. Therefore identified projects are much more. Sir, all over the country 135 projects are under implementation and 85 projects are completed... (*Interruptions*)

MR. SPEAKER: You are unnecessarily shouting. Why can't you listen properly? He says that there are 135 projects in the country. Accordingly the share will fall.

SHRI VASANT SATHE: Sir, I would like to have atleast one Urjagram in a Constituency of each Member. But, as I began by saying, unless there is a coordination with the State agency for identifying and for getting the resources for that Urjagram, it is not possible to do. We have been able to identify 220 Urjagrams in the country in 12 States and Union Territories, and already 85 have been completed and 135 are under implementation. Sir, this is a good effort. why do not want to close your eyes to the reality?

Gas Based Power Projects

*172. SHRI BANWARI LAL PUROHIT: Will the Minister of ENERGY be pleased to state:

(a) whether during the Conference of Power Ministers of States held in Delhi recently, it was stressed to have more gas based power projects;

(b) whether the indigenous production of gas based power plant equipment is not sufficient to meet the requirement;

(c) if so, whether Government propose to import gas based power plant equipment; and

(d) if so, the details thereof and what other steps Government propose to take to have more gas based power projects?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (d). A Statement is given below.

STATEMENT

(a) to (d). The conference of the Power Ministers of the States held in January, 1989 at New Delhi recommended, inter alia, that greater emphasis may be placed on gas based projects, which have a shorter gestation period, and that gas for power should be priced reasonably.

M/s Bharat Heavy Electricals Limited

have established capacity to manufacture gas-based power plants of about 200 MW per annum and have initiated measures to augment their manufacturing capacity to fully meet the requirement. Primary reliance continues to be placed on indigenous sources for the supply of power plant and equipment. Imports are resorted to only selectively, depending on the totality of circumstances, on a case basis.

The setting up of additional gas based projects, as short-term option for meeting the power demands, will depend on the availability of gas for this purpose.

[Translation]

SHRI BANWARI LAL PUROHIT: Mr. Speaker, Sir, a conference of the Power Minister of States was held in which it was unanimously decided that more importance should be given to gas-based power projects. After the adoption of the said resolution, it appears that at several places, take for instance Maharashtra, large quantity of gas has been found in the States. Gas was also struck in Bombay High and Ratnagiri Field. In spite of the availability of large quantity of gas, the Government of Maharashtra sent only 5 proposals i.e. one Dhabol, two Dule and Raigargh near the O.N.G.C. pipeline, three Thakurali in District Thane, four Dahanu and Five T.E.C. But no work has yet been undertaken on any of these projects. I would like to ask the hon. Minister very precisely as to what is the present position in regard to the 5 proposals which had been forwarded by the Government of Maharashtra and why clearance is not being given to these projects.

THE MINISTER OF ENERGY (SHRI VASANT SATHE): Mr. Speaker, Sir, the fact is that it has not so far been decided as to whether to utilise the quantity of gas found so far on the production of fertiliser or to store the entire quantity of it. This has been done in Anta, because gas can be stored easily in wells. Besides energy can be generated easily from gas and a plant could be set up within one and 1/2 years. This matter is

under consideration of the Ministry of Petroleum, Ministry of energy and the Ministry of Fertiliser. A Committee is also there for this purpose. Once a decision on the utilisation of gas is taken, it will be very helpful in setting up gas based power plant's Maharashtra, Gujarat and similar other States.

SHRI BANWARI LAL PUROHIT: I have not received a clear reply. Several projects are pending in his Ministry. I have come to know that the Ministry of Energy is examining a proposal for setting up gas based power plants. But these proposals do not include any proposal from Maharashtra. May I ask the hon. Minister as to why the proposals received from Maharashtra has not been taken up alongwith the other proposals being examined by his ministry.

SHRI VASANT SATHE: Unless there is a likelihood of gas being available, what will be the use of this examination?

[English]

SHRI DINESH GOSWAMI: The hon. Minister would probably agree with me that in Assam more than a billion cubic metres of associated gas is being flared up everyday. There has been incessant demand that this waste of natural wealth is a criminal waste. If I am not wrong, certain proposal are pending with the Government of India in this connection. If the proposals are pending with the Government, what is the reaction of the Government to those proposals? If no proposal is pending, is the Government thinking on its own to have suitable use of this associated gas?

SHRI VASANT SATHE: The associated gas if not used and tapped for generation of power, has to be flared. There is no other way out or we cannot do anything about it. Up till now, we did not have a technology which was economically viable to tap and convert it into energy. But now such technologies are available. We would be happy if there are proposals which can utilise this associated gas for conversion into power. The petroleum Ministry itself have

made some proposals. And as far as we are concerned, we have approved them.

[*Translation*]

SHRI NAWAL KISHORE SHARMA: Mr. Speaker, Sir, just now the hon. Minister made a mention of the Anta Project. I am very thankful to the hon. Minister for his inaugurating this project. Is it not a fact that in his reply to one of my questions in this House the hon. Minister had assured that the capacity of Anta Project was being raised from 430 to 860 and not it has been done. Then what are the reasons for which the capacity of the gas-based power plant at Anta in Kota remains fixed at 430 and it has not been raised to 860? What action is being taken in this regard?

SHRI VASANT SATHE: It is only the first stage and just the beginning. Please look forward to all that what happens next. Let the resources be mobilised and the gas be available in a larger quantity, then we will also execute the Anta Project.

[*English*]

SHRI E. AYYAPU REDDY: We are told that the cost benefit ratio of gas based power does not compare well with the thermal or hydel power at present.

In view of the fact that we have got abundant resources of gas, as the hon. Minister just now said, we have to go in for new technology. So, I would like to know what is the effort that is being made to implement and obtain new technology for exploiting gas for electricity, how many State Electricity boards have come forward to utilise gas, has the State of Andhra Pradesh taken up projects for utilising this gas, and what is the energy produced by the Andhra Pradesh State Electricity board utilising gas.

SHRI VASANT SATHE: Sir, the Andhra

Pradesh State Electricity Board has not got any project yet where gas is used. Recently in Godawari Basin, gas has been found and a proposal, if it comes from Andhra Pradesh Government, will be examined and we will consider it favourably.

SHRI VIJAY N. PATIL: Mr. Speaker, Sir, the Central Government was and is ready to give coal from Orissa starting thermal power plant in Raigarh district of Raigarh which is on the other side of the country. All the way it is to be taken by ship. So, that will be a very costly affair from transport point of view. On the contrary, the gas that is being obtained in the Hazira area and the Bombay High is being taken by pipeline to the borders of Bihar and Orissa. I do not understand why the Government is not considering the proposal given by the Government of Maharashtra for allocating the gas only on the pretext that Maharashtra is having sufficient energy at present. That pretext is not correct. Maharashtra is also having shortage of electricity. When the gas is taken thousands of miles away and is used to produce energy, it will be costing more, while if you produce energy in places where the gas is obtained, it will be costing less. So, in the light of this, I would like to ask the hon. Minister whether they will reconsider the proposals. Only nine proposals are being considered and Maharashtra is not in the picture at all. We are very much anxious about it.

SHRI VASANT SATHE: Sir, theoretically, on the coastal side, particularly on the western coast, when gas is found, it would be more economical to use gas rather than bring coal all the way. The projects in Raigarh and other areas in that coastal region, were earlier considered when the possibility of getting gas was not there and, therefore, coal transportation was visualised. But these projects, when they come up, will be multifuels. The idea is if gas becomes available, then instead of coal they use gas.

T.V. Studio at Panaji

*173. SHRI SHANTARAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the construction of the proposed television studio at Panaji, Goa has been completed;

(b) if, not, when the studio is likely to be commissioned; and

(c) the essential features of the studio and the facilities to be provided there?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING

(SHRI H.K.L. BHAGAT): (a) and (b). The T.V. Programme Generation Facilities Centre at Panaji is scheduled to be commissioned during the month of April, 1989.

(c) The Centre is planned to comprise a Studio of about 50 square metres floor area equipped with two professional grade colour cammeras and associated programme production facilities. A mini OB (Outside Broadcast) Van is also envisaged for the Kendra.

SHRI SHANTARAM NAIK: Sir, this studio, namely, the Programme Generation Facilities Centre, is a studio of limited type. That means, we can produce programmes of only limited variety under this system. This was sanctioned to Goa when Goa was a Union Territory. In fact, the then Minister for Information and Broadcasting had made a general statement that in all State capitals the Government will have full-fledged studios. Now that Goa has become a full-fledged State and Panaji is the State capital, may I know whether the Government proposes to establish a full-fledged studio in Goa in near future.

SHRI H.K.L. BHAGAT: Sir, even otherwise, irrespective of the fact that it has become a State recently, Goa is a very attractive place with a very rich culture and all that...*(Interruptions)*

MR. SPEAKER: Mr. Shantaram also attracts attention.

SHRI H.K.L. BHAGAT: It was decided at that time that this Programme Generation Facilities Centre should be set up. In Programme Generation Facilities also, quite a number of things have been provided. What the hon. Member is saying, we can examine that. Now, of course, in the Seventh Plan, it seems difficult. But the matter can be processed.

SHRI SHANTARAM NAIK: Now, presently we will be having this Studio which has programme generation facilities and we thank the Government for it. Now, under this system, with these facilities, I would like to know whether the Government can see to it that before starting of the telecasting of programmes at quarter to six, for half-an-hour the programme can be telecast from Goa. I think some machinery can be provided for it.

SHRI H.K.L. BHAGAT: As he has rightly said that this Centre is expected to be commissioned in April itself, well, I hope if I can make it and the hon. Member gives me the privilege of being in his company there in Goa for considering this matter as to how much programme it should be, whether it should be for half an hour or one hour, how much it can generate programmes, etc. we can certainly examine it. These are matters of detail under examination. But about the suggestion the hon. Member has given, certainly the Government can consider. The programme generation is mean to produce local programmes about Goa itself and those programmes could be relayed. Of course, relaying them from different places

would be through Bombay. But we are given some programme from Goa. Even now some programmes come from Goa. We shall certainly consider his suggestions.

MR.SPEAKER: Q.No. 174 Shrimati Jhansi Lakshmi - Not here. Q.No. 175 - Shri Satya Gopal Misra - He is also not present. Q.No. 176 - Shri Baju Ban Riyan.

Setting up of Paper Mill In Tripura

*176. SHRI BAJU BAN RIYAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Government have received the Project report submitted by Tripura Government for setting up a paper mill in Tripura; and

(b) if so, when the project is likely to be cleared?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) No, Sir.

(b) Does not arise.

SHRI BAJU BAN RIYAN: Sir, I am unable to understand why the Government is refusing to set up an industry in Tripura State. The reply given by the hon. Minister is confusing. The only possible industry that can be considered in Tripura is the forest-based industry. Paper industry is a forest-based industry and Tripura is rich in forest wealth. So, I would like to know from the Government whether they will consider to set up a Paper mill in Tripura with a view to

creating employment potential there. As the hon. Minister is aware, Tripura is one of the State where there is no industry, whether large scale industry or medium scale industry run by public sector or the private party.

SHRI. M. ARUNACHALAM: Sir, the answer is very clear that the Government have not received any proposal from the State Government. Regarding paper industry, the State Government engaged a private consultancy for setting up a paper industry there. But the private consultancy agency has said that it is not feasible to set up a paper industry in that area. Therefore, the State Government has given up that proposal. Regarding other industries, if any proposal comes up, we will definitely consider that.

SHRI BAJU BAN RIYAN: I would like to know whether it is a fact that there are some forest wealth like bamboo and soft wood which are being used in the paper mills in Silchar. If it is so, I would like to know whether bamboo and other forest wealth cannot be used in Tripura.

THE MINISTER OF ENERGY (SHRI J. VENGAL RAO): Sir, in North-Eastern States, we have an investment to the tune of Rs. 800 crores on the public sector paper plants. In Tuli, Nagaland, the paper mills have the capacity of 33,000 tonnes, in Nowgong paper Mills in Assam there is a capacity of one lakh tonnes and in Cachar Paper Mills, Assam, there is a capacity of one lakh tonnes. Now, because of the location, the Government has been incurring loss every year nearly more than Rs. 100 crores. There is a lot of investment made there and there is no need for another public sector paper unit there.

WRITTEN ANSWERS TO QUESTIONS

[English]

Thermal Power Plant at Hospet in Karnataka

*165. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of ENERGY be pleased to state:

(a) whether Government have received any proposal to set up a thermal power plant at Hospet in Karnataka;

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

(c) whether Government have sanctioned any funds for that project; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) No proposal in regard to the setting up of a thermal power plant at Hospet in Karnataka has been received in the Central Electricity Authority from the State authorities.

(b) to (d). Do not arise.

Drilling for Oil and Gas in Andhra Pradesh

*166. SHRI G. BHOOPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the recent developments in the on-shore and off-shore drilling in Andhra Pradesh; and

(b) how these sources are expected to be utilised?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) During the period April, 1988 to February, 1989 ONGC drilled 13 wells in onland and five wells offshore of the Krishna-Godavari Basin. These drilling efforts resulted in the discovery of three new oil/gas prospects as under:—

Chintalapalli — Gas

Mandapetta — Gas

Bantumilli — Gas and Oil

Besides this, oil and gas was also located in the wells on already discovered prospects.

(b) The gas resources are being utilised for various industrial uses. Commitment of gas for a power plant of APSEB has been made; a commitment in principal has also been made for a fertilizer plant at Kakinada.

Shortage of Power in Northern States

*168. SHRI RAMSWAROOP RAM: Will the Minister of ENERGY be pleased to state:

(a) whether the Northern States faced shortage of power in recent weeks leading to frequent breakdowns and losses to industrial and agricultural production;

(b) if so, the reasons therefor; and

(c) the steps being taken or proposed to ensure regular supply of power to the States?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Power supply position in the Northern States during the months of January, 1989

and February, 1989 (upto 15th February, 1989) is given in the Statements I & II respectively below. Power shortage is only one of the factors affecting the Industrial and Agricultural production.

(b) The power shortage in the Northern States during the past few weeks was due to several reasons including outage of Pong Hydro Power Station as a result of the fire accident on the 26th January, 1989, constraints in transmission facilities, low voltage

profile due to inadequate capacitors in the System, etc.

(c) Steps taken to minimise the power shortages include increase power generation from Bhakra Complex, expediting commissioning of the remaining units of Mukerian Hydro-electric Project, re-commissioning of Pong hydro units, effective load management measures, installation of capacitors, etc.

STATEMENT—I

Actual power supply position in the Northern Region during January '89

(All figures in Net MU/day)

<i>State/U.T.</i>	<i>Requirement</i>	<i>Availability</i>	<i>Shortage (%)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Chandigarh	1.4	1.4	—
Delhi	20.2	20.0	0.2 (1.0)
Haryana	19.7	18.2	1.5 (7.6)
Himachal Pradesh	3.4	3.4	—
Jammu & Kashmir	9.2	6.5	2.7 (29.3)
Punjab	31.1	29.8	1.3 (4.2)
Rajasthan	29.0	28.0	1.0 (3.4)
Uttar Pradesh	69.4	63.5	5.9 (8.5)
Total	183.4	170.8	12.6 (6.9)

STATEMENT—II

*Actual power supply position in the Northern Region during February '89 (upto 15th)**(All figures in Net MU/day)*

<i>State/U. T.</i>	<i>Requirement</i>	<i>Availability</i>	<i>Shortage (%)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Chandigarh	1.4	1.4	—
Delhi	19.0	18.9	0.1 (0.5)
Haryana	20.4	19.1	1.3 (6.3)
Himachal Pradesh	3.4	3.4	—
Jammu & Kashmir	8.5	5.1	3.4 (40.0)
Punjab	34.8	34.1	0.7 (2.0)
Rajasthan	29.7	29.6	0.1 (0.3)
Uttar Pradesh	75.3	69.2	6.1 (8.1)
Total	192.5	180.8	11.7 (6.1)

LPG Connections in Madhya Pradesh

*171. SHRI PARASRAM BHARDWAJ:
Will the Minister of PETROLEUM AND
NATURAL GAS be pleased to state:

(a) whether any targets were fixed for releasing LPG connections in towns with certain population during the Seventh Five Year Plan;

(b) if so, the details thereof;

(c) the number of towns in Madhya Pradesh which were considered for release of LPG connections;

(d) the number of such towns where LPG connections have been given; and

(e) the names of remaining towns in the State where LPG connections are likely to be given during the remaining period of the Seventh Plan?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). While no targets have been fixed in this regard, the oil industry has been taking up in a phased manner, all towns with population of 20,000 and above (as per 1981 Census) which offer adequate potential for viable marketing of LPG, for introduction of LPG

facility. During the 7th Five Year Plan period, ending March 1989, the oil industry has proposed to extend LPG facility to 977 locations in the country.

(c) Out of the above, during the 7th Five Year Plan ending March 1989, the oil industry has plans to extend LPG facility to 69 locations in Madhya Pradesh.

(d) During the period from April 1, 1985 till date, Letters of Intent have been issued in respect of 77 locations in Madhya Pradesh.

(e) As various steps precede the actual commissioning of a distributorship, it is not possible to indicate the exact time by which the distributorships will be commissioned during the remaining period of the 7th Plan.

Concessions to Small Scale Industry

*174. SHRIMATI N.P. JHANSI LAKSHMI: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a persistent demand for more concessions to accelerate the promotion of small scale industries in the country;

(b) if so, the details thereof; and

(c) the decision of Government thereon?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Government receives from time to time letters, memoranda and representations from small Industry Associations and individual small scale units seeking various types of concessions and facilities including excise duty, customs duty, sales tax, concessional finance, reservation of items both for production and purchase, supply of critical raw materials etc.

(c) A number of measures have been

taken by Government to promote small scale industries in the country which include provision of institutional support and a package of incentives and concessions like concessional finance, excise benefits, marketing support through reservation of items for exclusive production, reservation of items for exclusive/partial purchase from small scale units, machinery on hire purchase, technical consultancy services, testing facilities, common facility services, provision of industrial accommodation and other infrastructural facilities.

Setting up of Petrochemical Units

*175. SHRI SATYAGOPAL MISRA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Indian Petrochemicals Corporation Limited and the Gas Authority of India Limited are contemplating to set up petrochemical units in the country; and

(b) if so, the details of areas where these units are to be set up?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Indian Petrochemicals Corporation Limited (IPCL) is considering to set up an Olefins Complex either at Vizag (Andhra Pradesh) or at Auraiya (U.P.) of minimum economic size. It is also considering substantial expansion of its Baroda Complex from 1,30,000 MTA to 3,00,000 MTA with associated increase in production of down stream units.

Similarly, Gas Authority of India Ltd. (GAIL) is also considering to set up an integrated Gas Cracker Complex at Auraiya in U.P. GAIL is also considering putting up a 1,00,000 TPA propylene and polypropylene unit at Bijaipur in joint venture.

Decisions on such proposals are taken on techno-economic consideration.

[*Translation*]

Thermal Plant at Suratgarh, Rajasthan

*177. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of ENERGY be pleased to state:

(a) whether Rajasthan Government had sent a proposal to Union Government for setting up a thermal plant at Suratgarh;

(b) whether the proposal had been accorded techno-economic approval by Union Government;

(c) whether some funds had been sanctioned for the preliminary works of the plant;

(d) if so, the progress made so far; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (e). A feasibility report in respect of a thermal power plant (2 x 210 MW) at Suratgarh in Rajasthan was received by the Central Electricity Authority (CEA) from the Rajasthan State Electricity Board (RSEB). The scheme has not been techno-economically approved in the absence of linkage of coal.

Till the project is techno-economically approved, the question of allocation of funds for it does not arise.

[*English*]

Setting up of new Coal Company in Orissa

*178. SHRI SOMNATH RATH: Will the Minister of ENERGY be pleased to state:

(a) whether Orissa Government has put forth a demand for setting up a new coal company in the State;

(b) if so, the steps taken by Government in this regard;

(c) what is the annual production of coal in the State; and

(d) the target for production of coal by the end of the Eighth Five Year Plan?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) Yes, Sir.

(b) The current production of coal from Orissa coalfields and other operational requirements do not justify at present opening up of a new coal company exclusively for Orissa coalfields. However, a Chief General Manager in the grade of E 9 has been posted to be incharge of the coalfields in the State of Orissa. The creation of a post of Director (Technical), with headquarters at Sambalpur, having both operational and planning responsibilities, for Orissa coalfields is under consideration.

(c) The total production from coalfields in Orissa during 1987-88 was 8.96 million tonnes.

(d) Orissa coalfields are expected to produce over 25.26 million tonnes of coal by the end of Eighth Five Year Plan.

Journalists accompanied Prime Minister on China Visit

*179. SHRI SAMBHAJIRAO KAKADE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether two teams of Delhi based journalists went to China, one before the visit of the Prime Minister and other along with the Prime Minister;

(b) if so, the details thereof;

(c) whether in the selection of these journalists, the guidelines laid down by the Press Council of India were followed; and

(d) if not, the reasons therefor?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) and (b). Lists of
journalists who went to China before the visit
of the Prime Minister and those who went
along with the Prime Minister are given in
Statements I and II below.

(c) and (d). The Press Council had rec-
ommended guidelines for selection of jour-
nalists for officially sponsored tours while the
Prime Minister's visits do not fall under the
category of officially sponsored visits. More-
over, these guidelines are of an advisory
nature and not mandatory in scope. The
main criterion for such selection is to secure
the best possible coverage for India's for-
eign policy initiatives and the visits. Weight-
age is given to persons having adequate
experience in covering international affairs
and PM's engagements. To the extent pos-
sible representation is given to regional lan-
guage newspapers.

STATEMENT—I

List of Journalists who went to China prior to Prime Minister's Visit

1.	Shri L.K. Sharma	Times of India
2.	Shri K.K. Katyal	Hindu
3.	Shri V.K. Madhavan Kutty	Mathrubhumi
4.	Shri Rajendra Mathur	Nav Bharat Times
5.	Shri S. Viswam	Tribune
6.	Shri M.J. Akbar	Telegraph

STATEMENT—II

List of Journalists who accompanied Prime Minister to China

<i>S. No.</i>	<i>Name of correspondents</i>	<i>Names of Newspapers</i>
1	2	3

S/Shri

1.	Harihar Swarup	P.T.I.
2.	Virendra Mohan	U.N.I
3.	M.K. Dhar	Hindustan Times

1	2	3
4.	Subhash Chakravarty	Times of India
5.	R.K. Mishra	Patriot
6.	K.V. Rama Sharma	National Herald
7.	T.N. Ninan	Economic Times
8.	V.N. Narayanan	Tribune
9.	N. Ram	Hindu
10.	Hari Kumar	Deccan Herald
11.	G.S. Chawla	Pioneer
12.	Dinesh Sharma	Amrita Bazar Patrika
13.	M.J. Akbar	Telegraph
14.	Venkatarama Reddy	Deccan Chronicle
15.	Binod Mishra	Hindustan
16.	Praful Maheshwari	Navbharat
17.	Anil Narendra	Veer Arjun
18.	Abhay Chajlani	Nai Duniya
19.	Gopesh Pandey	Aaj
20.	Anil Agarwal	Amar Ujala
21.	Madan Mohan Gupta	Jagran
22.	Vijay Kumar Chopra	Hind Samachar
23.	Moin Farooqi	Angarey
24.	Mohan Chiragi	Quami Awaz
25.	Shahid Siddiqui	Nai Duniya
26.	Yashpal	Daily Milap

1	2	3
27.	R. Krishnamoorthy	Dinamalar
28.	Smt. Gowri Chatterji	Ananda Bazar Patrika
29.	T.R. Ramaswamy	Makkal Kural
30.	I. Venkata Rao	Andhra Jyoti
31.	K. Obeidullah	Malayala Manorama
32.	V.K. Madhavan Kutty	Mathrubhumi
33.	Venkatnarayan	Samyukta Karnataka
34.	Yashwant N. Shah	Jai Hind
35.	R.K. Karanjia	Blitz
36.	Dilip Bobb	India Today
37.	Udayan Sharma	Ravivar
38.	Harbhajan Singh	Indian Observer
39.	Ranjan Gupta	Freelance Columnist
40.	Munish Gupta	Asian News International
41.	S.D. Gokhle	Kesari
42.	Saeed Naqvi	World Report
43.	Inderjit	INFA
44.	D.B. Chaudhary	Dainik Navjyoti, Ajmer
45.	Father Anexander Paikade	Deepika Daily
	Documentary film team consisting of:	
46.	Smt. Simrita Grewal	Siga Arts International
47.	Shri Navrose Rustomji	Siga Arts International
48.	Shri G.V. Somashekhar	Siga Arts International

Centre for Energy Conservation

*180. SHRI K. RAMACHANDRA REDDY: Will the Minister of ENERGY be pleased to state:

(a) whether Government are contemplating to set up a Centre for Energy Conservation;

(b) if so, the details thereof;

(c) how this centre will achieve the desired goal of energy conservation; and

(d) the amount likely to be spent on the energy conservation centre?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) and (b). Government propose to set up an Energy Management Centre at Nagpur with the main objective of promoting energy management techniques including energy conservation.

(c) The centre will achieve the objective of energy conservation through training energy Managers, exchange of research results on energy management, energy audit of Industries through energy buses, development of energy saving equipments, development of database on energy management technology upgradation and through energy management policy measures.

(d) According to rough estimates, the expenditure on the Centre is likely to range between Rs. 3 to 4 crores during the first three years.

Drilling for Oil and Gas in Cochin High

*181. PROF. K.V. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether drilling work for finding oil and gas is going on in Cochin High;

(b) if so, the number of drilling platforms working at present; and

(c) whether there is any indication of oil or gas in that area?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). Yes, Sir. One rig is presently deployed at location CSP-1.

(c) No indication of oil and gas is available as yet.

Paper and Pulp Plants in Orissa

*182. SHRI RADHAKANTA DIGAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have proposals to set up some more paper and pulp plants in Orissa;

(b) if so, the details thereof including the places where these plants are to be set up; and

(c) the steps taken to expedite their setting up?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The Central Government have no proposal at present to set up paper or pulp mill in the Central Sector in the State of Orissa.

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

[Translation]

Import of Paper

1502. SHRI S.D. SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is acute shortage of paper in the country;

(b) whether the All India Federation of Master Printers has requested Government to grant permission for import of paper;

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

(d) the quantity of paper sought to be imported by the said Federation, the amount of Foreign Exchange involved therein and whether it will remove the shortage of paper?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

(b) All India Federation of Master Printers in their letter of 6th February, 1989 inter alia, requested the Government to consider import of essential varieties of paper to check the upward trend in prices.

(c) and (d). Keeping in view the present level of production of paper and paper board, which more or less matches the demand, and the unutilised capacity in the industry, there is no proposal to import ordinary varieties of writing and printing paper.

[English]

Upgradation of technology in small scale sector

1503. SHRI HARIHAR SOREN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is need for upgradation and sophistication of technology in the small scale sector; and

(b) if so, the steps taken/proposed by Union Government in this regard?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir. Technology

upgradation is a continuing process.

(b) Government has taken up number of measures to upgrade the level of technology of small scale units. As an effective instrument for transfer of technology to small scale units, the following facilities have already been created.

(i) Process-cum-Product Development centres for glass & ceramics, foundry & forging, sports goods & leisure time equipment, domestic electrical appliances and electronic products.

(ii) Specialised toolrooms for design & development of tools, dies, jigs, fixtures & hand tools.

(iii) Regional testing centres and field testing stations for assisting in improvement of quality.

Area Break up of Post Offices and Sub-Post Offices in Maharashtra

1504. SHRI PRAKASH V. PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the area to be covered by a post office and a sub-post office;

(b) the prevailing area break up of post office and sub-post office in Maharashtra and how it compares with other States;

(c) the areas still to be covered in the State as per the prescribed norms; and

(d) when it will be covered?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) There are no hard and fast standards. However, as a general approach, in the rural sector a post office is expected to cover on average an area of about 25 to 30 Sq. Kms and in

urban localities, depending upon the density of population, the average works out to 3 to 12 sq. kms.

(b) The comparative figures are as follows:—

Average area per post office (sq. Kms.)

	<i>Urban</i>	<i>Rural</i>
Maharashtra	4.20	29.58
All-India	3.30	24.50 (24.50)

(c) and (d). Post Offices are not sanctioned merely on the basis of area to be covered. Other criteria such as the size of the population to be served and the anticipated level of revenue are also taken into account. During the current year, so far, 30 new branch post offices have been sanctioned in the rural areas of Maharashtra. There are proposals for 96 more post offices.

adequate to meet the domestic requirements;

(c) whether there are any prospects of export of cars;

(d) if so, the details regarding the total production and export prospects of cars;

(e) whether prices of cars have been increased frequently; and

Production and export of cars

1505. SHRI CHINTAMANI JENA:
SHRI AMARSINH RATHAWA:

(f) if so, the details thereof during the last two years of each brand?

Will the Minister of INDUSTRY be pleased to state:

(a) the number of car manufacturing units in the country and the number of cars manufactured in each unit annually;

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The production of passenger cars during 1987-88 by various manufacturers, as reported by the Association of Indian Automobile Manufacturers, is given below:—

(b) whether the production of cars is

1. M/s. Hindustan Motors Ltd.	26552 Nos.
2. M/s. Maruti Udyog Ltd.	90848 Nos. (including vans)
3. M/s. Premier Automobile Ltd.	33556 Nos.
4. M/s. Sipani Automobiles Ltd.	475 Nos.
5. M/s. Standard Motor Products of India Ltd.	444 Nos.

(b) Yes, Sir.

(c) and (d). Yes, Sir. M/s. Maruti Udyog Ltd. has so far exported 1,226 vehicles (including deemed exports) to various countries, out of which 500 cars have been exported to Hungary.

Maruti Udyog has also signed a contract for the supply of 2,000 cars in 1989 to

Hungary. Yugoslavia has confirmed an order of 600 cars on Maruti Udyog to be supplied in 1989. There is also a possibility of export of Maruti Vehicles to Bulgaria and France during 1989-90, subject to successful homologation and testing. Maruti Udyog has also initiated steps to export its Gypsy vehicles to the Gulf Countries, Francophone African countries & Australia.

(e) and (f). A Statement is given below.

STATEMENT

The details of price increase effected by the main manufacturers of passenger cars during the years 1987 and 1988 are given below:—

(Fig. in Rs.)

1. M/s. Maruti Udyog Ltd. (In ex-factory price inclusive of excise and dealers commission)

	12.3.87	14.10.87	1.3.88	21.5.88
(i) Maruti-800	7650	1000	660	4050
(ii) Maruti-800 AC	1050	1325	865	5380
(iii) Maruti-800 DX	8850	1325	1025	4880

2. M/s. Premier Automobiles Ltd. (In ex-factory NDP including excise)

	1.4.87	1.4.88
(i) Premier 118 NE	11450	19598
(ii) Premier Padmini Standard	5980	7491

3. M/s. Hindustan Motors

	Effective date	Amount of increase
(i) Ambassador Standard (Petrol)	7.10.87	2825
	5.4.88	3500
(ii) Ambassador DX (Petrol)	7.10.87	2825
	5.4.88	4000

		<i>Effective date</i>	<i>Amount of increase</i>
(iii)	Ambassador Diesel	4.5.87	3000
		5.4.88	4000
(iv)	Contessa Classic	17.6.87	11000
		13.1.88	5000
		5.4.88	4975

Exports by Public Sector Industrial Units

1506. SHRI MOHANBHAI PATEL: Will the Minister of INDUSTRY be pleased to state:

(a) the names of public sector industrial units which are exporting their product and the names of items being exported by these units;

(b) whether Government have asked the public sector units to draw up a long term plan to increase the export of their products; and

(c) if so, the details thereof; and the response thereto?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The names of public sector enterprises which are exporting their product and the names of items being exported by them are given in Chapter 11 of Volume-I of Public Enterprises Survey 1987-88 placed on the Table of the House on 27th Feb., 1989.

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

Energy in Agricultural Sector Consumption

1507. SHRI GURUDAS KAMAT: Will the Minister of ENERGY be pleased to state:

(a) whether the consumption of energy in the agricultural sector has increased;

(b) whether and survey was conducted by the Confederation of Engineering Industries in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Yes, Sir.

(b) and (c). The confederation of Engineering Industry (CEI) has not conducted any specific survey in this regard. The figures of energy consumption in the agricultural sector quoted by the CEI in their pamphlet on Power Scenario are based on a publication of the Central Electricity Authority. It shows that the share of agricultural sector in the consumption of electricity has gone up from 6.0% in 1960-61 to 19.1% in 1985-86.

Agreement by IMPEC for Export of Indian Films

1508. SHRI ANANTA PRASAD SETHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of the foreign countries where Indian films are gaining popularity;

(b) whether the Indian Motion Picture Export Corporation has signed any agree-

ments for the supply of Indian Films to such countries recently; and

(c) if so, the main features thereof?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) Indian films
have been and continue to remain popular
both in countries with significant ethnic In-
dian population and in those with whom we
have had cultural and historical ties. These
countries are situated in Middle East, Ara-
bian Gulf, Far East and Africa besides those
like Sri Lanka, Burma and USSR.

(b) The Indian Motion Picture Export
Corporation does not exist now. National
Film Development Corporation was formed
in 1980 by amalgamating Indian Motion
Picture Export Corporation and Film Fi-
nance Corporation. No agreement for the
supply of Indian films were signed recently
with these countries. However, there is an
on-going State Agency Agreement between
Sovexportfilm and NFDC for import/export
of films which came into force on 1.3.87 for
a period of three years.

(c) The main features of the agreement
between Sovexportfilm and NFDC are;

- import and distribution in India,
20 motion pictures every year by
Sovexportfilm.
- Canalisation of import of films by
Sovexportfilm through NFDC.
- theatrical (70mm, 35mm and
16mm) and non-commercial
(16mm) exploitation of films of
Sovexportfilm.
- Purchase of Indian films/video

rights worth at least Rs. 6 million
each year by Sovexportfilm
through NFDC for theatrical and
non-theatrical distribution in the
territory of USSR.

Regularisation of Extra Departmental Mailmen in Delhi Circle

1509. DR. A.K. PATEL: Will the Minis-
ter of COMMUNICATIONS be pleased to
state:

(a) whether Extra Departmental mail-
men working in Delhi Circle are detailed
sometimes beyond 5 hours and are paid
prorata wages for the additional work;

(b) whether Government propose to
regularise the services of Extra Departmen-
tal mailmen in Delhi Circle as per normal
rules; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI
GIRIDHAR GOMANGO): (a) Extra Depart-
mental employees are part-time employees
and are generally engaged for a period rang-
ing from 2 to 5 hours a day. In Delhi Circle
when exigencies of service require, Extra
Departmental employees outside their
working hours are engaged as casual
labourers. They are paid for additional work
applicable to casual labourers on hourly rate
basis.

(b) and (c). Extra Departmental employ-
ees are not regularised as a matter of
course. However, they are eligible for
absorption in departmental posts of Group
'D' and Mail Guards by way of examination to
the extent of available vacancies as per
recruitment rules. There is no other way of
regularisation of Extra Departmental em-
ployees.

Petrochemical Unit at Auriya in U.P.

1510. SHRI HANNAN MOLLAH: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Indian Petrochemicals Corporation Ltd. or the Gas Authority of India Limited are proposed to be entrusted to copromote the petrochemical unit at Auriya in Uttar Pradesh alongwith Uttar Pradesh State Industrial Development Corporation; and

(b) what will the share of the public sector unit in the proposed venture?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). No decision has yet been taken on the setting up of the petrochemical complex at Auriya.

Development of new projects by Central Coalfields Limited

1511. SHRIMATI JAYANTI PATNAIK: Will the Minister of ENERGY be pleased to state:

(a) whether the Central Coalfields Limited has developed some new projects;

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

(c) the cost of those new projects?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) Yes, Madam.

(b) and (c). Six new projects each costing Rupees 2 crores and above have been sanctioned for development in Central Coalfields Limited during the period April to December 1988 as follows:

<i>S. No.</i>	<i>Name of the Project</i>	<i>Capacity (in million tonnes per year)</i>	<i>Cost (Rupees in crores)</i>
1.	Jharkhand Opencast	0.35	17.66
2.	Kabirabad Opencast	0.50	16.53
3.	Kathara (Interim) Opencast	1.90	19.85
4.	Phusco Opencast	0.35	18.76
5.	Rajrappa Washery automation	Non-mining project	2.29
6.	Deshaling Plant at Kargali Washery	Non-mining Project	3.63

Pilot plant of Neyveli Lignite Corporation Limited

✓ 1512. SHRI K. PRADHANI: Will the Minister of ENERGY be pleased to state:

(a) whether the Neyveli Lignite Corporation Limited (NLCL) is setting up a pilot plant at Neyveli to study the combustive and corrosive properties of lignite;

(b) if so, the details thereof; and

(c) the other achievements of the Corporation since its inception?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) and (b). Proposal for setting up a pilot plant at Neyveli to study certain aspects of furnace operation such as ash deposition, corrosion, erosion as well as grinding behaviour of lignite is at the formulation stage.

(c) Neyveli Lignite Corporation has completed the following projects:

- (i) First lignite mine of 6.5 million tonnes capacity;
- (ii) First thermal power station of 600 MW capacity;
- (iii) Second lignite mine of 4.7 million tonnes capacity;
- (iv) Second thermal power station of 630 MW capacity;
- (v) Fertilizer plant with capacity of 129200 tonnes urea; and
- (vi) Briquetting and Carbonisation plant of 262000 tonnes capacity.

On-going projects are the second mine

expansion (4.7 million tonnes to 10.5 million tonnes) and second thermal power station stage II (840 MW).

NLC's performance, both physical and financial, have been consistently high.

Foreign Cooperation in Development of Energy

1513. SHRI H.B. PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether Government have received any offer from foreign countries for cooperation in the development of energy in India;

(b) if so, the countries which are prepared to offer their cooperation in this regard;

(c) the countries which have been asked to extend co-operation in the development of energy in India;

(d) whether any scheme has been prepared by Government in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (e). While primary reliance continues to be placed on indigenous sources for the implementation of power projects, in view of the overall resource constraint, foreign assistance has also to be resorted to. Countries including USSR, U.K., Italy, Japan, Yugoslavia, Romania, Poland, Czechoslovakia, Hungary, Federal Republic of Germany and the German Democratic Republic etc. have offered assistance for cooperation for power development in India. The offer of assistance are examined keeping in view the merits of each case and the overall national interest.

Nomination of Members of Telephone Advisory Committee

1514. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the authority which appoints or nominate the members of Telephone Advisory Committee in Delhi and other States;

(b) the persons who are eligible to be appointed as the member of Telephone Advisory Committee and whether any essential qualifications have been prescribed for them; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Nominations to the various Telecom/Telephone Advisory Committees are made by the Minister for Communications. Nominations of Members of Parliament are made in consultation with the Ministry of Parliamentary Affairs.

(b) and (c). A person nominated on a T.A.C. should normally be residing within the geographical jurisdiction of the concerned Telecom. Circle/Telephone District. They are nominated to represent various categories of interest of the society like trade and industry, Legal Profession, Medical Profession and public workers etc.

Import of latest technology

1515. SHRI JAGANNATH PATTHNAIK: Will the Minister of INDUSTRY be pleased to state:

(a) whether some countries have offered to share their latest technology to help further develop India's industrial capabilities;

(b) if so, the details thereof; and

(c) the specific sectors in which the latest technology is proposed to be shared?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). Many countries have evinced interest in transfer of technology and many collaborations for transfer of technology in various fields of industry have taken place between the enterprises of our countries and those of the foreign countries.

Details of foreign collaboration proposals approved viz., name of the Indian company, foreign collaborator, item of manufacture, nature of collaboration are published on a monthly basis by the Indian Investment Centre as a supplement to its Monthly News Letter. Copies of these publications are sent to the Parliament Library regularly.

The basic principles governing import of technology are that it is permitted only on selected basis where need has been established for modernization and upgradation of technologies for industries or where technology does not exist in the country or where the time taken to generate technology indigenously would delay achievement of development targets or for increasing export capability etc.

Doordarshan Kendra in Changanacherry, Kerala

1516. SHRI P. A. ANTONY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the work for setting up a Doordarshan Kendra in Changanacherry in Kerala is in progress; and

(b) if so, when the station is likely to be commissioned?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) and (b). No, Sir.
However, extension of TV coverage to
Changanacherry would depend on availabil-
ity of funds under future plans of T.V Expan-
sion.

Speed Post Service in Kerala

1517. SHRI SURESH KURUP: Will the
Minister of COMMUNICATIONS be pleased
to state:

(a) the names of the cities and towns in
Kerala where Speed Post Service has been
introduced;

(b) whether there is any proposal to
introduce Speed Post Service in some other
towns in Kerala; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI
GIRIDHAR GOMANGO): (a) The Speed
Post Service has been introduced in Cochin,
Trivandrum and Alway in Kerala.

(b) and (c). Yes, Sir. A proposal to open
Speed Post Centre at Quilon is under exami-
nation.

Wind Energy Potential

1518. DR G. VIJAYA RAMARAO: Will
the Minister of ENERGY be pleased to state:

(a) the estimated potential of wind
energy in the country, State-wise;

(b) the quantum of wind energy ex-
ploited at present, State-wise; and

(c) the State-wise investments on wind
energy projects during the Seventh Plan

period indicating the optimum investment
needed?

THE MINISTER OF ENERGY (SHRI
VASANT SATHE): (a) The total windpower
potential is estimated to be of the order of
20,000 MW. Though State-wise precise
estimates have not yet been made, how-
ever, based on available information, a large
part of this potential exists in the States of
Gujarat and Tamil Nadu. With a view to
evolve a more comprehensive wind re-
source data and to assess wind potential
more accurately, wind survey projects have
been taken up in 16 States.

(b) The number of wind pumps installed
State-wise upto 28th February, 1989 is
given in Statement I below. The installed
capacity for windpower projects State-wise
is given in Statement II below.

(c) The expenditure incurred by the
Department of Non-Conventional Energy
Sources on major wind energy projects
undertaken in the Seventh Plan in wind-
prone States having good potential for wind
energy exploitation is given below:—

<i>States</i>	<i>Amount</i> <i>(Rs. in crores)</i>
Tamil Nadu	6.75
Gujarat	4.50
Orissa	2.10
Maharashtra	1.90
Andhra Pradesh	1.25
Karnataka	0.90
Madhya Pradesh	0.75

This includes investment on setting up
windfarm units in areas where wind speeds

have been established to be adequate; wind pumping systems and wind survey projects. In addition, some expenditure has also

been incurred in other States/Union Territories on wind projects taken up on a smaller scale.

STATEMENT—I

State-wise Installation of Wind Pumping System upto 28th February, 1989

<i>State/UT</i>	<i>28.2.89</i>
1. Andhra Pradesh	268
2. Andaman & Nicobar Islands	19
3. Bihar	162
4. Chandigarh	4
5. Delhi	76
6. Goa	6
7. Gujarat	103
8. Haryana	31
9. Himachal Pradesh	12
10. Jammu & Kashmir	3
11. Karnataka	43
12. Kerala	9
13. Madhya Pradesh	164
14. Maharashtra	132
15. Nagaland	4
16. Orissa	301
17. Pondicherry	10
18. Punjab	77
19. Rajasthan	101

<i>State/UT</i>	<i>28.2.89</i>
20. Tamil Nadu	510
21. Uttar Pradesh	262
22. West Bengal	15
23. Tripura	2
Total	2314

STATEMENT II*State-wise installed capacity of wind power projects*

<i>State</i>	<i>Installed Capacity</i>
Tamil Nadu	2.63 MW
Gujarat	1.83 MW
Orissa	1.19 MW
Maharashtra	1.19 MW
Karnataka	0.55 MW
Kerala	0.10 MW
Goa	0.11 MW
Madhya Pradesh	0.14 MW

Opening of Post and Telegraph Offices at Rohini, Delhi

1519. SHRI PHAKASH CHANDRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Post and Telegraph offices have been opened in Rohini Residential Scheme Delhi;

(b) if not, the reasons therefor;

(c) whether there is regular system of distribution of mail to the residents; and

(d) if not, the reasons therefor and the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) The post office has been sanctioned on 12.1.1989 and will be opened as soon as suitable accommodation is secured.

There is no justification for an independent telegraph office at this stage. However, in order to provide telegraph/telephone/telex facilities, a telecom. bureau is proposed to be opened at Rohini in a few months' time.

(c) Yes, Sir.

(d) Does not arise.

Allocation of Newsprint and Registration of Newspapers and Periodicals

1521. SHRI SYED SHAHABUDDIN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the release of newsprint is restricted to newspapers/periodicals which submit annual statement to the Registrar of Newspapers for India;

(b) the number of newspapers/periodicals which have submitted the annual statements for the year ending on 31.12.1988 so far;

(c) the number of titles registered with the Registrar of Newspapers for India as on 31.12.1988; and

(d) the number of fresh application for registration pending as on 31-12-1988?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) No, Sir.

(b) Annual Statements from 1159 newspapers/periodicals were received upto 1.3.1989.

(c) 28,555

(d) 1,303

Fixation of Trade Margins

1522. SHRI HAFIZ MOHD. SIDDIQ. Will the Minister of INDUSTRY be pleased to refer to the reply given on 8th December, 1987 to Unstarred Question No. 4722 regarding fixing of trade margin and state;

(a) whether the committee constituted to look into the trade margins fixed in the DPCO, 1987 has submitted its recommendations to Government.

(b) if so, the details thereof and action taken thereon; and

(c) if not, the steps taken to expedite the same?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). On the basis of the report submitted by the Committee referred to in the question a revised rate of trade margin for retailers was fixed at 16% in the case of price controlled drugs on 22.3.1988. Further, another Committee headed by Dr. I.Z. Bhaty has been constituted on 14.9.1988 to undertake a detailed and comprehensive study of the pattern of trade margin and to make its recommendations to the Government. Their report is awaited.

Disposal of Postal Bags in Calcutta

1523. SHRI RAM BAHADUR SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether several thousand postal bags from the Postal Store Depot, Calcutta were stolen, in 1985;

(b) if so, the details thereof;

(c) whether any departmental enquiry has been conducted, if so, the result thereof and the action taken against the staff found responsible;

(d) whether unserviceable bags worth lakh of rupees were disposed of between April, 1975 to August, 1977 by the departmental staff; and

(e) if so, the action taken against the guilty?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI
GIRIDHAR GOMANGO): (a) No, Sir.

(b) and (c). However, certain irregularities were found in 1985 in disposal of a large number of unserviceable bags. Some of the irregularities in the disposal of unserviceable bags were:

- (1) Accounts were not maintained properly.
- (2) Unserviceable bags had been sold by weight and not by count.
- (3) Bag balances were not being verified regularly as prescribed.
- (4) Indenting of bags was not taken up through proper channel, and
- (5) No records pertaining to old unserviceable bags was available prior to May 1979.

Suitable instructions have been issued to monitor the bag accounting. Disciplinary proceedings against the erring officials have been ordered.

(d) and (e). The Department does not have detailed information regarding disposal of unserviceable bags between April 75 to August 1977.

[*Translation*]

Karnal Refinery Project

1524. SHRI DINESH GOSWAMI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have approved the detailed project report for setting up of an oil refinery in Karnal;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (c).

The Detailed Project Report (DPR) submitted by Joint Venture partners viz. Indian Oil Corporation Ltd. and Tata Chemicals Limited for Karnal Refinery Project was examined by the Government and the partners were asked to incorporate material relating to evaluation of different processing schemes, some detailed engineering etc. in the DPR which is essential to arrive at a realistic cost estimate and time frame for project implementation. As the project is also proposed for Soviet assistance, detailed discussions have been undertaken with the Soviets to finalise various issues.

[*English*]

Expansion Programme of NOCIL

1525. DR. DATTA SAMANT: Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Government have advised the Maharashtra Government that the proposed Rs. 1300 crore expansion programme of NOCIL at Thane-Belapur Road, should not be permitted because of pollution hazard; and

(b) if so, the details of the proposed expansion of NOCIL?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). M/s National Organic Chemical Industries Ltd. (NOCIL) have come up with a proposal for expansion in the capacity of ethylene from 63,000 tpa to 3,00,000 tpa along with down stream units.

The application for licence submitted by NOCIL for the proposed expansion has been rejected by the Government of India on 16.12.87 on the ground that the proposed location is in the standard urban area of Bombay and attracts locational policy. The party has, however, represented against this rejection.

Port facilities for Handling LPG Import

1526. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the ports in the country which have the facility for handling LPG import;

(b) the present capacity to handle LPG import in these ports;

(c) whether the existing facilities are adequate to import sufficient quantity of LPG;

(d) if not, whether there is any proposal to expand the existing facilities or to develop the facilities in some new ports; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). At present LPG is being imported through Bombay and Visakhapatnam ports. During 1988-89 about 0.25 Million Metric Tonnes of LPG is being imported through these two ports:

(c) to (e). While the existing facilities are nearly adequate for meeting current imports, the possibilities of augmenting the existing facilities and the feasibility for developing LPG import facilities at other ports are being examined.

[*Translation*]

Foreign Investment

1527. SHRI BALWANT SINGH RAMMOOWALIA:
SHRI DINESH GOSWAMI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have encouraged foreign investment in the country;

(b) if so, the amount of foreign investment made in 1987 and 1988 and target fixed for 1989; and

(c) whether any limit has been fixed for foreign investment in the industry?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Government's foreign Investment Policy is selective and is designed to channelise foreign investment into areas which require sophisticated technology, or where critical production gaps exist, or which would help increase the country's exports potential. Foreign Investment is regarded as a vehicle for transfer of technology that is needed by the Country.

(b) Government has approved foreign investment amounting to Rs. 10,770.57 lakhs and Rs. 23,975.75 lakhs during the years 1987 and 1988 respectively. As approvals are in response to proposals made, no projection is possible for the year 1989.

(c) The normal ceiling for foreign equity participation is 40 percent of the paid up equity capital of the company.

[*English*]

Growth in Investment of Public Sector Enterprises

1528. SHRI AMAR ROYPRADHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Public Sector Enterprises have recorded high growth in investment;

(b) whether high growth is not reflected in their net returns;

(c) if so, the reasons therefor; and

(d) the steps taken to remove the imbalance?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) No, Sir.

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

Joint Ventures with Poland

1529. DR. KRUPASINDHU BHOI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Poland has evinced interest in establishing joint ventures in India;

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

(c) the areas identified for promoting joint ventures in both the countries?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). Both Poland and India have evinced interest in development of new forms of cooperation between the two countries including joint ventures. At the recently concluded meeting of the Indo-Polish Joint Commission in January '89, the areas identified for possible cooperation between the two countries include hotel industry, electronic products, automotive industry, machine tools, agriculture machinery, steel industry, chemicals, drugs and pharmaceutical, packaging, food processing industry, non-ferrous metals, earth moving, construction and mining equipments sewage treatment plants, ship-building industry, machinery for power plant equipments etc.

Licences for use of FAX facility in Tamil Nadu

1530. SHRI P.R. VENKATESAN: Will the Minister of COMMUNICATIONS be pleased to state the number of licences so far issued for the use of FAX facility to private parties in Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): The number of licences issued so far in Tamil Nadu including Madras Telephones is about 150.

Export of Cement

1531 SHRI E. AYYAPU REDDY: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Cement Manufacturers Association has drawn up a plan for the export of cement during 1989-90 and to form a Cement Export Corporation;

(b) whether the above Association has submitted a memorandum to Union Government in this regard; and

(c) if so, the reaction of Union Government thereto?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). The Cement Manufacturers' Association have informed that they have drawn up plans for export of 4 million tonnes of cement during 1989-90 and that they have decided to form a Cement Export Corporation for promoting export of cement.

(c) CMA have also sought some reliefs and concessions from Government to enable them to export cement. At present there is no Cash Compensatory Support (CCS) on export of cement. The Ministry of Commerce have, however, requested Chemicals and

Allied Products Export Promotion Council to collect cost data details from the industry for a decision on CCS on export of cement.

Concessions to small paper mills

1532. SHRI VIJAY N. PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether All India Small Paper Mills Association has requested Union Government for creation of special fund on lines similar to the jute and textile industries;

(b) if so, the views of Government and likely time to be taken for creating such fund; and

(c) what other concessions and assistance Government contemplate to give to small paper mills?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Many associations of paper industry, including the All India Small Paper Mills Associations, have represented for various reliefs and concessions to the Industry including assistance for modernisation. With a view to encouraging modernisation and upgradation of technology by the existing industrial units, Government have already extended facilities for import of following items under the Technical Development Fund Scheme, with an overall ceiling of Rs. 2 crores per unit, per annum:

- (i) Capital equipment.
- (ii) Technical knowhow.
- (iii) Technical Assistance.
- (iv) Technical Drawings & Designs.
- (v) Technical Consultancy Services.

(c) In addition, several reliefs and con-

cessions have been extended to the paper industry, which include the following:—

- (i) The need for non-MRTP/non-FERA companies to obtain industrial licences has been dispensed with, except for projects involving an investment of more than Rs. 50 crores, if they are located in Centrally declared backward areas, or more than Rs. 15 crores if they are located in non-backward areas, subject to fulfilment of certain standard conditions.
- (ii) Paper containing not less than 75% by weight of pulp made from bagasse/Raw-jute/Mesta is exempted from excise duty.
- (iii) Manufacture of paper and paper board by large/medium/small paper mills using un-conventional raw materials at least upto 50% is charged excise duty at concessional rates.
- (iv) The facility of payments of excise duty on incremental basis for successive slabs has been extended to the small paper mills from 1.4.86.
- (v) Import of wood pulp, waste paper, obips and logs is placed under OGL and customs duty thereon waived.
- (vi) Flexibility allowed to the industry to manufacture all varieties of paper and paper grade pulp including paper board/straw board within the overall licensed capacity.
- (vii) Requirement of Industrial Licence has been dispensed with

in the case of manufacture of writing, printing and wrapping paper from agricultural residues, waste and bagasse.

- (viii) The scheme of minimum economic capacity has been extended to paper and paper board industry (including speciality papers) based on agricultural residues as raw material and minimum economic capacity fixed at 33,000 tonnes per annum.

Small Scale Industries in Rural Areas

1533. SHRI LAKSHMAN MALLICK: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have identified certain small scale industries which could be set up in rural areas;

(b) if so, the details thereof; and

(c) the facilities proposed to be given for setting up small scale industries in the rural areas, particularly in Orissa?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). The small scale industries which could be set up in rural areas by entrepreneurs are reflected in the action plans prepared by each DIC in the country. The industries identified broadly include industries based on local resources, local demand, and local skill. These have been categorised in groups like agro-based, forest based, mineral based, animal husbandry produce based, chemical based, engineering and allied industries, ceramics etc.

(c) Both the Central Govt. and State Govts. provide various facilities and incentives for starting industries in rural areas.

Orissa Govt. extends Sales Tax exemption facilities for preparation of project report, power subsidy, exemption from stamp duty, interest subsidy to all the new small scale units including those established in rural areas.

Price Hike of Light Commercial Vehicles

1534. SHRI V. TULSIRAM:
SHRI BALASAHEB VIKHE
PATIL:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the new light commercial vehicle manufacturers have effected price hike;

(b) if so, the names of manufacturers who have increased the prices of the vehicles;

(c) the extent to which it will adversely affect the common public; and

(d) the comparative hike in prices of the vehicles during the last three years?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). The new light commercial vehicle manufacturers, namely M/s. DCM-Toyota Ltd., M/s. Allwyn Nissan Ltd., M/s. Eicher Motors Ltd. and M/s. Swaraj Mazda Ltd., have increased the prices of their vehicles in the recent past.

(c) It is not possible to give a precise estimate of the impact of the price rise of these vehicles on the common public.

(d) The total increase in prices, as reported by the manufacturers, during each year since 1986 is given below:—

(In Rupees)

		<i>Increase in prices</i>		
		<i>1986</i>	<i>1987</i>	<i>1988</i>
(i)	M/s. DCM-Toyota Ltd.	27,900	5,000	17,537
(ii)	M/s. Allwyn Nissan Ltd.	4,898	14,872	5,500
(iii)	M/s. Eicher Motors Ltd.	24,100	6,800	9,200
(iv)	M/s. Swaraj Mazda Ltd.	28,983	6,600	10,672

[Translation]

Seniority List of Accountant-III and Cashiers of K.V.I.C.

1535. SHRIMATI VIDYAVATI CHATURVEDI: Will the Minister of INDUSTRY be pleased to refer to the reply given on 19 April, 1988 to Unstarred Question No. 7353 regarding cadre-wise seniority list of employees of sales outlets and KVIC and state:

(a) whether the seniority list of Accountant-III and Cashier in the Khadi Gramodyog Bhawan, New Delhi has been finalised;

(b) if not, whether it is a fact that the Accountants and Cashiers in other outlets of Khadi and Village Industries Commission have been placed in the same cadre; and

(c) if so, the reasons for not placing the Accountants and Cashiers of Khadi Gramodyog Bhawan, New Delhi in the same cadre?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (c). The Services Board of the Khadi & Village Industries Commission, which has examined this matter, is not in favour of clubbing the posts of Cashiers with these of Accountants. Accord-

ingly, a proposal is being placed before the Commission to create a separate cadre for Cashiers and to open a line of promotion for them.

(b) The Accountants & Cashiers of Khadi Gramodyog Bhawan, Calcutta are placed under Accounts cadre.

[English]

Measures to improve the Advertising Standards

1536. SHRI MOHD. MAHFOOZ ALI KHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any analysis has been made of the present advertising trend to promote products to assess its adverse effect on the society; and

(b) if so, the details thereof and the measures contemplated by Government to improve the advertising standards?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) Doordarshan commissioned an outside Research Agency

to undertake a pilot project on Sociological effects of TV Advertisements in Delhi.

(b) The findings revealed that TV Commercial by and large were interesting, entertaining and informative. They do not give rise to economic frustrations and generally created demand for small items. High-priced durables are purchased after adequate budget planning.

The Code for Commercial Broadcasting adopted by All India Radio and Doordarshan provides for built-in safeguards to ensure standards in advertising.

[*Translation*]

Opening of Petrol Pumps in Azamgarh, Maunath Bhanjan and Ballia Districts of Uttar Pradesh

1537. SHRI RAJ KUMAR RAI: Will the

<i>Location</i>	<i>District</i>
1. Bilariganj	Azamgarh & Maunath Bhanjan
2. Brahmsthan Ki Chungi	- do -
3. Maharajganj	- do -
4. Lalganj	- do -
5. Saraimeer	- do -
6. Thekma	- do -
7. Chidwadagaon	Balia
8. Bansdih	- do -

(b) In view of the various steps which precede the actual commissioning of Retail Outlet (Petrol/Diesel) Dealerships, it is not possible to indicate the exact time by when these dealerships would be actually commissioned.

Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the names of places in Azamgarh, Maunath Bhanjan and Ballia districts of Uttar Pradesh for which applications were invited for opening petrol pumps during the last three years; and

(b) the time by which petrol pumps will start functioning there?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) The oil industry has invited applications for opening of Retail Outlet (Petrol/Diesel) dealerships at the following locations in Azamgarh, Maunath Bhanjan and Ballia Districts of Uttar Pradesh during the last three years:

[*English*]

Setting up of Fifth Thermal Power Station at Malthon, Bihar

1538. SHRI BASUDEB ACHARIA:
SHRI R.P. DAS:

Will the Minister of ENERGY be

pleased to state:

(a) whether Government have decided to set up the Fifth Thermal Power Station of the Damodar Valley Corporation at Maithon in Bihar; and

(b) if so, the details of report of the Site Selection Committee for the proposed project?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The DVC have proposed to set up a Thermal Power Station of 840 MW capacity (4 x 210 MW) at Maithon on the right bank of river Barakar in the Dhanbad District of Bihar at the estimated cost of about Rs. 1206 crores. No site selection Committee was constituted for this project and the site was selected by the DVC on the basis of the likely coal linkage.

TV Serial 'Mahabharat'

1539. SHRI BRAJAMOHAN MOHANTY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have come across the comments on TV serial 'Mahabharat' being featured on Television that it is in variation of the original text and lacks in artistic quality; and

(b) if so, the action taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) The Government have not received any such complaint.

(b) Does not arise.

Survey for Air/TV Coverage in Rajasthan

1540. SHRI VISHNU MODI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any survey has been conducted to find out the areas which are not covered by Doordarshan and A.I.R. in Rajasthan; and

(b) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). While conducting the surveys of radio coverage by the transmitters situated at Bikaner, Jodhpur, Kota, Suratgarh and Udaipur in Rajasthan, some areas of Barmer, Bikaner, Jaisalmer, Jalor Banswara, Jhalawar and Jhunjhunu were identified as uncovered by these transmitters. However, parts of Jalor, Banswara, Jhalawar and Jhunjhunu receive radio coverage from the transmitters located in adjacent States.

As regards Doordarshan, no survey has been conducted to ascertain the areas in Rajasthan presently not covered by TV service.

Production In Pesticides

1541. SHRI P.R. KUMARAMANGALAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether following UNIDO Regional Conference on Pesticides held in New Delhi in 1988, Government have taken a decision to increase production of many pesticides;

(b) if so, the details thereof; and

(c) whether it is also proposed to set up

new pesticide plants, if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

(b) Does not arise.

(c) Pesticides are manufactured in the country mostly in the private sector. Entrepreneurs are planning additional production facilities based on demand projections of different pesticides. Registrations/Letters of Intent are being granted on the applications being received, as per rules.

Journalists Accompanies Prime Minister Visit to China and Pakistan

1542. SHRI C. JANGA REDDY: Will the Minister of INFORMATION & BROADCASTING be pleased to state:

(a) the names of the journalists along with the papers etc. they represented who went to China to cover the Prime Minister's recent visit there;

(b) the names of the journalists along-

with the papers etc, they represented who went to Pakistan to cover the Prime Minister's recent visit; and

(c) the guideline followed for selection of these journalists?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) A statement is given below.

(b) No press party accompanied Prime Minister during his recent visit to Pakistan. However, a team consisting of Smt. Simrita Grewal, Shri Navrose Rustomji and Shri G.V. Somashekhar accompanied the Prime Minister as it is making a documentary film on Prime Minister.

(c) The main criterion is to secure the best possible coverage for India's foreign policy initiatives and the visits. Weightage is given to persons having experience in covering international affairs and engagements of the Prime Minister. To the extent possible, representation is given to regional language newspapers.

STATEMENT

Press Party Accompanying the Prime Minister of China

<i>S.No.</i>	<i>Name of correspondents</i>	<i>Names of Newspapers</i>
<i>1</i>	<i>2</i>	<i>3</i>
	<i>S/Shri</i>	
1.	Harihar Swarup	P.T.I.
2.	Virendra Mohan	U.N.I.
3.	M.K. Dhar	Hindustan Times
4.	Subhash Chakravarty	Times of India

<i>1</i>	<i>2</i>	<i>3</i>
5.	R.K. Mishra	Patriot
6.	K.V. Rama Sharma	National Herald
7.	T.N. Ninan	Economic Times
8.	V.N. Narayanan	Tribune
9.	N. Ram	Hindu
10.	Hari Kumar	Deccan Herald
11.	G.S. Chawla	Pioneer
12.	Dinesh Sharma	Amrita Bazar Patrika
13.	M.J. Akbar	Telegraph
14.	Venkatarama Reddy	Deccan Chronicle
15.	Binod Mishra	Hindustan
16.	Pratul Maheshwari	Navbharat
17.	Anil Narendra	Veer Arjun
18.	Abhay Chajlani	Nai Duniya
19.	Gopesh Pandey	Aaj
20.	Anil Agarwal	Amar Ujala
21.	Madan Mohan Gupta	Jagran
22.	Vijay Kumar Chopra	Hind Samachar
23.	Moln Farooqi	Angarey
24.	Mohan Chiragi	Quami Awaz
25.	Shahid Siddiqui	Nai Duniya
26.	Yeshpal	Daily Milap
27.	R. Krishnamoorthy	Dinamalar

1	2	3
28.	Smt. Gowri Chatterji	Ananda Bazar Patrika
29.	T.R. Ramaswamy	Makkal Kural
30.	I. Venkata Rao	Andhra Jyoti
31.	K. Obeidullah	Malayaia Manorame
32.	V.K. Madhavan Kutty	Mathurubhumi
33.	Venkatnarayan	Samyukta Karnataka
34.	Yashwant N. Shah	Jai Hind
35.	R.K. Karanjia	Blitz
36.	Dilip Bobb	India Today
37.	Udayan Sharma	Ravivar
38.	Harbhajani Singh	Indian Observer
39.	Ranjan Gupta	Freelance Columnist
40.	Munish Gupta	Asian News International
41.	S.D. Gokhle	Kesari
42.	Saeed Navi	World Report
43.	Inderjit	INFA
44.	D.B. Chaudhary	Dainik Navjyoti, Ajmer
45.	Father Alexander Paikade	Deepika Daily
	Documentary film team consisting of:	
46.	Smt. Simrita Grewal	Siga Arts International
47.	Shri Navrose Rustomji	Siga Arts International
48.	Shri G.V. Somashekhar	Siga Arts International

Revival of ACC Babcock Ltd.

.1543. SHRI VEERENDRA PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) whether a package deal was approved by Government for the revival of A.C.C. Babcock Ltd. (A.B.L.) manufacturing boilers;

(b) if so, the details thereof;

(c) the financial assistance provided to the management;

(d) whether orders for manufacturing boilers of 800 M.L. have been placed with A.B.L. as committed by Government;

(e) if not, the reasons therefor; and

(f) the decisions of Government which are yet to be implemented and the reasons for delay?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) to (c). Matters concerning Ms. ACC Babcock Ltd. (ABL) are before the Board for Industrial and Financial Reconstruction (PIFR) for consideration in terms of sick Industrial Companies (Special Provisions) Act, 1985. Govt. of India have given their concurrence on the basis of a revival package prepared by Industrial Development Bank of India (IDBI) for ABL. This package, inter-alia, includes infusion of long term interest-free loan/equity, strengthening of the management of the company, deferment of sales tax dues, rationalisation of labour force, etc. IDBI has reported that the Company has received certain financial facilities from institutions and the State Bank of India. The Government of India have so far released an amount of Rs. 10.75 crores. In accordance

with the statutes governing them and practices and usages customary amongst bankers, details of individual constituents are not disclosed by banks/institutions.

(d) to (f). Implementation of the package is kept under constant review. IDBI has further reported that the Madhya Pradesh Electricity Board have placed a Letter of Intent for the manufacture of two 210 MW power boilers for Birsinghpur Thermal Power Plant Unit 3 and 4 on the company. The company is expected to obtain orders for boilers on competitive tender basis.

Increase in Public Telephone Charges

1544. SHRI S.G. GHOLAP: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the charges for public telephones have been increased from Rs. 200/- to Rs. 2000/- per month;

(b) whether the hirers of one point STD Public Telephones have also to pay Rs. 2000/- per months;

(c) whether representations have been received to reconsider this increase;

(d) whether Government have a proposal to make three categories by which one point STD Public Telephone hirer will not have to pay heavy charges; and

(e) if so, the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). The minimum amount payable for a private guaranteed public telephone providing only local call facilities has been increased from Rs. 200/- p.m. to Rs. 500/- p.m. w.e. f. 1.4.1988. For such payphones providing STD facilities this amount has been prescribed as Rs.

2000/- per month;

(c) Yes, Sir but it has not been possible to agree to them.

(d) No, Sir.

(e) Does not arise.

Profits from Krishna-Godavari Project

1545. SHRI E. AYYAPU REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil & Natural Gas Commission has earned profit from the first stage of the Krishna-Godavari Project by the supply of natural gas to industries and more profits are likely to be made in future;

(b) if so, the details thereof;

(c) the names of the industries to which natural gas has been supplied; and

(d) the main terms of the agreement entered by the ONGC with these industries?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). No profits are at present being made from the K.G. Basin; profits can be made only when oil/gas production and sale increase in future from this basin.

(c) ONGC have finalised the arrangements with the following industries for supply of gas:

<i>Name of the Party</i>	<i>Firm commitment (Fig. in SCMD)</i>
1. Delta Paper Mills, Bhimavaram	28,000
2. A.P. Bagasse, Palakol	9,000
3. Andhra Sugars, Tanaku	16,000
4. Gowthami Solvents, Tanaku	5,000
5. Coastal Agro Ind., Tanaku	5,000
6. Coastal Chemicals, Gowripatnam	30,000
7. Jaypore Sugars Chagallu	40,000
8. A.P. Sugars, Kovvur	6,000
9. Southern Pesticides, Kovvur	6,000

A Commitment of 0.4 MMCMD of gas has been made for APSEB's proposed gas based power project. A commitment in prin-

ciple has also been made for Nagarjuna Fertilizer Ltd.'s fertilizer plant proposed at Kakinada.

(d) The gas supply contracts are for a period of three years. These parties have been given a concessional price of Rs. 900/1000 M³ plus taxes upto 31st March 1989. There are also the usual clauses of contract on arbitration, measurements, shutdown, force majeure, minimum guarantee offtake etc.

STD and Telex Facilities in Nagarjuna-sagar

1546. SHRI M. RAGHUMA REDDY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is proposed to provide STD and telex facilities in Nagarjunasagar during the remaining period of the Seventh Plan, if so, the details thereof; and

(b) if not, whether there is any proposal to include it in the Eighth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) Yes, Sir.

Establishment of Communication Centres by Mahanagar Telephone Nigam Limited, Bombay

1547. SHRI H.N. NANJE GOWDA: PROF. RAMKRISHNA MORE:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Mahanagar Telephone Nigam Limited, Bombay propose to establish communication centres to provide modern facilities under one roof;

(b) if so, the salient features thereof;

(c) how the general public will be bene-

fited by these centres;

(d) whether government propose to set up similar centres in other metropolitan cities also; and

(e) if so, when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) The following services would be available at these centres:

(i) Various telecom services and facilities like local, STD and ISD Calls;

(ii) Incoming and Outgoing telex facilities;

(iii) Assistance & guidance regarding telecom. services and facilities like waiting list position, position on telephone bills.

(c) These facilities will be beneficial to the general public, particularly to those who cannot afford to take these facilities individually or where there is a waiting list for provision of these facilities.

(d) and (e). Similar facilities are to be provided at other stations in the country progressively.

[Translation]

Criteria for Appointment of Government Spokesman

1548. SHRI KALI PRASAD PANDEY: Will the Minister of INFORMATION & BROADCASTING be pleased to state:

(a) whether the attention of Government has been drawn to the news item captioned "Bharat Sarkar ka Pravakta Kaun hai" appearing in "Jansatta" dated 25th December, 1988;

(b) if so, the names of the Government's spokesmen; and

(c) the criteria adopted in this regard alongwith the changes/modifications made since January, 1988 and the instructions issued for their implementation?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) The Govern-
ment have seen the news item.

(b) and (c). Official information to the Press is communicated through the Press Information Bureau. Only Ministers, Secretaries and other officers specially authorised in this behalf may give information or be accessible to the representatives of the Press. Any other official, if approached by a representative of the Press, will direct him to the Press Information Bureau. The Head of the External Publicity Division of the Ministry of External Affairs is the spokesman for that Ministry. however, as the I&B Ministry is the nodal agency to disseminate authentic information on Government's policies and programmes, the Secretary, Information & Broadcasting, was given in March, 1988 the additional responsibility to function as official spokesman of the Government on important matters. This was done with a view to ensure more effective coordination.

[English]

Air Coverage in the Country

1549. SHRI AMARSINH RATHAWA:
Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) the number of radio stations operating in the country at present and the percentage of population so far covered;

(b) the details of the area which have not been covered so far; and

(c) the steps being taken to set up radio stations in those areas to achieve the target of covering 100 percent population by this media?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) Presently 96
Radio Stations are operating, providing pri-
mary grade radio coverage to 94.55% of the
population in the country.

(b) The details of the areas uncovered by radio signals are indicated in the statement below.

(c) The Seventh Plan of AIR includes setting up of a large number of transmitters and also upgradation of the power of some of the existing transmitter in various parts of the country. These schemes are at different stages of implementation. A number of places, not covered by radio signals at present, would be covered once these schemes are completed.

STATEMENT

Areas which are uncovered by AIR at present

1. Some areas of Jaisalmer, Barmer and Bikaner districts of Rajasthan.
2. some areas of South Cenara, Chickmaglur and Coorg districts of Karnataka State.
3. Parts of Wynad, Cannanore and

- Malappuram in Kerala.
4. Parts of Kalahandi, Koraput and Bolangir districts of Orissa.
 5. Parts of Shahdol, Shivpuri and Bastar districts in Madhya Pradesh.
 6. Hill districts of Uttar Pradesh.
 7. North and North Eastern parts of Himachal Pradesh.
 8. Border areas of Jammu and Kashmir.
 9. Major parts of Ladakh region in Jammu & Kashmir.
 10. North Eastern Parts of Arunachal Pradesh.
 11. Mikir Hills of Assam.
 12. Southern parts of Mizoram.
 13. Parts of Goalpara and Kokrajhar districts in Assam.
 14. Northern parts of Sikkim.

**Introduction of Coin and Card types
Public Call Offices with STD Facilities**

1550. PROF. RAMKRISHNA MORE:
Will the Minister of COMMUNICATIONS be
pleased to state:

(a) whether it is proposed to introduce
coin type and card type Public Call Offices
providing STD facility in the metropolitan
cities;

(b) if so, the salient features thereof;

(c) whether the said system will be
introduced in Nagpur and Pune cities of
Maharashtra;

(d) if so, when and if not, the reasons
thereof; and

(e) the extent to which the public will be
benefited by this system?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI
GIRIDHAR GOMANGO): (a) and (b). Yes,
Sir the coin type STD Public Telephone
which operate by coins as well as tokens are
proposed to be introduced. In addition, card
type STD public telephones which operate
by smart or magnetic card are proposed to
be introduced in Delhi and Bombay initially.
These public telephones can be used to
make a local/STD/IST Call.

(c) and (d). Yes, Sir. These telephones
are likely to be available in 1989-90

(e) The general public will be able to
avail telecom. services particularly those
who cannot afford or do not have these
facilities individually.

Power Generation In Eighth Plan

1551. SHRI G.S. BASAVARAJU:
SHRIMATI MANORAMA
SINGH:

Will the Minister of ENERGY be
pleased to state:

(a) the target fixed for power generation
during the Eighth Plan period;

(b) the details of the schemes prepared
for achieving the target; and

(c) the expenditure involved therein
and funds proposed to be allocated for the
purpose?

THE MINISTER OF STATE IN THE
DEPARTMENT OF POWER IN THE MINIS-
TRY OF ENERGY (SHRI KALPNATH RAI):

(a) and (b). No target for addition of generating capacity in the Eighth Plan has been fixed so far. However, an additional generating capacity of about 38,000 MW has been tentatively envisaged for commissioning during the Plan period. Out of this, schemes for aggregate capacity of 23,400 MW have been sanctioned and schemes for a capacity of 9844 MW have been accorded techno-economic clearance by the Central Electricity Authority.

(c) According to the present estimation, an amount of about Rupees One lakh Crores would be required during the Eighth Plan for the power programme.

Expansion of T.V. relay centre and setting up of A.I.R. Station at Bidar, Karnataka

1552. SHRI NARSING SURYAVANSI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal under consideration to set up a Radio station at Bidar (Karnataka) during the Eighth Plan; and

(b) whether there is any proposal to expand the T.V. relay centre of Bidar (Karnataka) from 25 K.M. to 40 K.M. coverage capacity during 1989?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). No, Sir.

Report of Sub-Committee on Performance of DVC

1553. SHRI HANNAN MOLLAH: Will the Minister of ENERGY be pleased to state:

(a) whether the Sub-committee set up to go into the performance of the Damodar

Valley Corporation, has since submitted its report; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). No Sub-committee has been set up by the Government to go into the performance of Damodar Valley Corporation (DVC). However, a team of members of the Consultative Committee of Parliament, for the Ministry of Energy, had visited the DVC area in July, 1988. The members of the team were satisfied with the overall performance of the DVC in the construction of power projects and distribution of power in the area, and the healthy atmosphere prevailing in the projects with overall cordiality between the management and the labour. The team also made observations/recommendations on various other aspects concerning functioning of DVC, like P.L.F of thermal stations, pollution control measures for thermal units, renovation and overhaul of old units, delegation of powers to lower officers, locating DVC headquarters within the operational area and full utilisation of DVC potential to undertake projects, etc.

[*Translation*]

Master Plan for lignite mining by Neyveli Lignite Corporation in Rajasthan

1554. SHRI VIRDHI CHANDER JAIN: Will the Minister of ENERGY be pleased to state:

(a) whether Government have prepared a Master Plan for mining of lignite by the Neyveli Lignite Corporation Limited, in Rajasthan for use in generating power;

(b) if so, whether a copy thereof will be laid on the Table of the House;

(c) if not, the time by which the Master Plan would be ready; and

(d) the details of the scheme being prepared for exploiting lignite in Kapurdi and Jalopa areas of Barmer districts?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) to (d). Detailed exploration for lignite has been undertaken in different promising areas in Bikaner and Barmer districts of Rajasthan. In some areas, the exploration has been almost completed whereas, in others, it is in progress.

On the basis of the data generated, feasibility reports for a lignite mine of 1.7 million tonne per annum and a thermal power station of 2 x 120 MW installed capacity at Barsinghsar in Bikaner district have been prepared.

As regards Kapurdi and Jalopa areas where mining conditions are difficult, the feasibility reports can be prepared only after the detailed exploration reports are received and the results analysed.

[English]

Gas based power plants in Maharashtra

1555. SHRI UTTAM RATHOD: Will the Minister of ENERGY be pleased to state:

(a) whether there are any gas based power plants in Maharashtra;

(b) if not, whether any schemes have been drawn up to set up such plants in the State; and

(c) the details of those schemes and their power-generating capacities?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) A 672 MW Gas Turbine Station is functioning at Uran under the Maharashtra State Electricity Board.

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

Seminar on 'Perceptions Beyond Boards' held in New Delhi

1556. SHRI S.M. GURADDI: Will the Minister of INFORMATION & BROADCASTING be pleased to state:

(a) whether a two day seminar on 'Perceptions Beyond Boards' was held in New Delhi on 24 January, 1989 in which prominent media persons from South and South East Asia attended:

(b) if so, the details of subjects discussed; and

(c) the decisions arrived at the seminar?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) to (c). The Government have seen press reports suggesting that media persons from various parts of South and South-East Asia attended a Seminar on 'Perceptions Beyond Boards' held in New Delhi in January, 1989. It was organised by a private body. The Government has nothing to do with it and are not aware of the details nothing to do with it and are not aware of the details of the subjects discussed. However, as per press reports the seminar emphasised the need for high professional standards in reporting relations among countries of the region; official views should be reflected in reporting and the proper attention should be given to women and children.

Voluntary Retirement Scheme for Coal Miners

1557. SHRI C. MADHAV REDDY:
SHRI HARIHAR SOREN:

Will the Minister of ENERGY be pleased to state:

(a) whether the Coal India Limited has introduced a voluntary retirement scheme for coal miners; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) Coal India Limited has accepted to introduce a voluntary retirement scheme for its employees.

(b) The principal features of the scheme are:

- (i) The scheme shall apply to categories to be notified by the management where coal companies are carrying surplus regular/permanent employees.
- (ii) Employees having 10 years of service or above 40 years of ages alone shall be eligible for voluntary retirement.
- (iii) In addition to normal retirement benefits, an employee opting for retirement shall be entitled to an ex-gratia payment equivalent to 1-1/2 months' wages for each completed year of service or an amount equivalent to his wages had he continued in employment till the age of superannuation, whichever is less.

Safety measure in coal mines by Coal India Limited

1558. SHRI M.V. CHAN-
DRASEKHARA MUR-
THY:
SHRI V. SREENIVASA
PRASAD:

Will the Minister of ENERGY be pleased to state:

(a) whether the Coal India Limited has decided to take several measures to accord greater priority to safety in mines;

(b) if so, the details thereof; and

(c) the extent to which the proposed measures will provide safety in mines?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) Yes, Sir. the safety situation in the coal Mines is constantly reviewed by the Safety Board of the Coal India Limited. In addition, Standing Committee on Safety in Coal Mines, under the Chairmanship of Energy Minister, comprising of representatives of the Central Trade Unions, the coal companies and the DGMS, regularly monitors the safety situation in the coal mines and advises on the long/short term measures necessary to reduce hazard connected with the coal mining operations.

(b) and (c). The following areas have been identified for special attention:—

- (i) re-introduction of Coal Cutting Machines and elimination of solid blasting as far as possible.
- (ii) staggering of shifts of loaders and preparation of 1 1/2 times the number of faces to minimise the risks involved in col-

lection of coal from freshly exposed faces.

- (iii) creation of multi-skilled crew.
- (iv) introduction of and adherence to support plans in underground mines.
- (v) improvement of travelling roadways,
- (vi) fitting of HEMM, specially the Dumpers, with Audio-Visual Alarms for safe reversal of vehicles,
- (vii) conducting seminars/special training programmes on safety to inculcate awareness among miners.

These measures are expected to improve significantly the safety situation in the coal mines.

Recovery of Dues of NTPC from State Electricity Boards

1559. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of ENERGY be pleased to state:

(a) whether the attention of State Governments has been drawn to the dues of the National Thermal Power Corporation against the various State Electricity Boards;

(b) if so, the details thereof;

(c) whether the National Thermal Power Corporation has decided to cut off electricity supply in case the dues are not paid within a specified time limit; and

(d) if not, what other steps are proposed to be taken to recover the outstanding dues?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Yes, Sir.

(b) The matter has been taken up with the concerned State Governments and the progress is monitored regularly. The State Governments have also been advised to open/enhance Letters of Credit of the requisite amounts with a view to expediting the payment of the outstanding dues.

(c) No, Sir.

(d) A part of the dues are being recovered from the Central Plan assistance.

Licences for Franking Machines

1560. SHRI BIRINDER SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Postal authorities in Delhi, while renewing licences for Franking Machines merely consider the age of the machine and not its actual condition; and

(b) if so, the steps taken by Government to remove the hardship caused by it to small officers which use franking machines sparingly and their machines continue to give efficient service for long?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHARGOMANGO): (a) Postal authorities in Delhi consider the actual condition of the machine and not merely the age of the Franking Machines while renewing the licences of the use of Postal Franking Machines as per instruction on the subject.

(b) Does not arise.

[*Translation*]

Electrification of Colonies in Delhi

1561. SHRI MADAN PANDEY: Will the Minister of ENERGY be pleased to state:

(a) whether several colonies in Delhi have not been electrified so far;

(b) if so, the number thereof;

(c) whether Government propose to electrify these colonies in near future ; and

(d) if so, when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (d). Electrification of any colony is the responsibility of the concerned colonising agency. The DESU undertakes electrification of a colony at the specific request of the concerned sponsoring party against payment of 50% of the estimated cost of electrification and 100% cost of street lighting, besides handing over of sub-section sites free of cost and completion of commercial formalities applicable from time to time.

[*English*]

Telephone Connections in Hoshiarpur district in Punjab

1562. SHRI KAMAL CHAUDHRY: Will the Minister of COMMUNICATIONS be

pleased to state:

(a) the number of telephone connections sanctioned in Punjab, particularly in district Hoshiarpur (exchange-wise) during 1988;

(b) the number of applications still pending in Punjab and in district Hoshiarpur, exchange-wise, with dates upto which the applications have been cleared; and

(c) the time likely to be taken to clear the pending applications particularly in Hoshiarpur?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) 13465 connections were provided in Punjab including 560 connections in Hoshiarpur District during 1988. Exchange-wise list of Hoshiarpur district is given in the Statement below.

(b) 80.808 applications in Punjab including 1594 in Hoshiarpur Distt. are pending. Exchange-wise list of Hoshiarpur Distt. showing dates upto which cleared is given in the Statement below.

(c) As per draft objectives of the Eighth Five Year Plan, it is proposed to clear the pending applications in Punjab by March 1985 progressively and those in District Hoshiarpur by March 1991. Exchange-wise list of Hoshiarpur Distt. is give in the Statement below.

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Written Answers

PHALGUNA 16, 1910 (SAKA)

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Sl. No.	Name of Exchange	No. of Conns. provided in 1988	No. of application pending	Waiting list cleared upto	Likeiy date by which pending WL likely to be cleared
1	2	3	4	5	6
1.	Hoshiarpur	46	835	18.9.82	March 91
2.	Balachaur	14	4	7.10.88	" 89
3.	Basikalan	5	1	27.7.88	-do-
4.	Bhangala	1	6	4.8.88	-do-
5.	Bohal	3	3	20.3.88	-do-
6.	Bulhowal	2	16	23.12.87	-do-
7.	Budhawara	1	2	20.3.88	-do-
8.	Bhunga	1	8	21.3.87	-do-
9.	Bariankalan	1	4	30.3.87	-do-
10.	Bagpur Sataur	35	7	29.9.88	-do-
11.	Dasuya	33	29	23.2.88	March 90

1	2	3	4	5	6
12.	Datarpur		2	29.9.88	" 89
13.	Gardhiwala	7	7	30.3.88	-do-
14.	Garhshankar	37	2	3.12.88	-do-
15.	Ghogra	—	2	28.8.87	-do-
16.	Haryana	8	1	27.9.88	-do-
17.	Hajjpir	23	2	15.5.88	-do-
18.	Khudda	—	—	—	—
19.	Kot Fatuhi	9	9	21.3.88	March 89
20.	Kandhala Jattan	1	11	9.8.88	-do-
21.	Mahilpur	—	18	30.1.85	-do-
22.	Miani	10	3	13.9.88	-do-
23.	Monakalan	2	38	25.11.86	-do-
24.	Mukerian	—	82	27.3.85	March 90
25.	Moranwalia	—	6	31.3.87	March 89

1	2	3	4	5	6
26.	Nasrula	2	10	17.2.88	-do-
27.	Panam	1	1	21.12.88	-do-
28.	Sahiba	1	5	15.9.86	-do-
29.	Sailakhurd	3	2	26.3.88	-do-
30.	Saroa	—	7	12.3.87	-do-
31.	Shamchurasi	2	6	20.7.88	March 89
32.	Taiwara	17	1	23.11.88	-do-
33.	Urmar Tanda	30	29	20.3.88	March 90
34.	Arson	1	6	8.8.88	March 89
35.	Kathgarh	Nil	8	12.1.87	-do-
36.	Anandpur Sahib	9	9	27.5.88	-do-
37.	Bahrapur Bet	4	—	—	—
38.	Bela	25	12	1.2.88	-do-
39.	Bhanupali	5	1	21.1.88	-do-

1	2	3	4	5	6
40.	Bharatgarh	2	1	29.1.88	-do-
41.	Chamkaur Sahib	1	20	30.1.85	March 90
42.	Ganguwaj	Nil	1	19.3.87	March 89
43.	Ghanauli	7	9	2.3.88	March 89
44.	Gharaun	1	—	—	—
45.	Chautajhallian	4	3	2.4.88	-do-
46.	Kainaur	—	5	10.6.84	-do-
47.	Kiraupursahib	—	1	30.7.87	-do-
48.	Kurali	9	57	21.5.88	March 90
49.	Mianpur	—	6	21.2.86	March 89
50.	Morinda	14	44	5.9.88	March 90
51.	Nangal	95	36	11.7.88	March 89
52.	Nongran	1	8	20.7.87	-do-
53.	Nayanangal	47	16	10.6.88	-do-

1	2	3	4	5	6
54.	Nurpbedi	—	2	12.8.87	-do-
55.	Ropar	131	187	1.12.87	March 90
56.	Ropar Thermal Plant Site	1	5	20.8.87	March 89
57.	Siba Maji	—	4	28.6.86	-do-
Total		560	1694		

Issue of Industrial Licences for Bihar

1563. SHRI KISHORI SINHA: Will the Minister of INDUSTRY be pleased to state:

(a) the number of industrial licences issued in 1987 and 1988 for new industrial units to be located in Bihar; and

(b) whether the number has gone down in 1988; if so, the reasons thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Grant of industrial approvals i.e. letters of intent/in-

dustrial licences under the provisions of the Industries (Development & Regulation) Act, depends upon the number of applications received for setting up of units in a particular State. These applications are considered on merits and letters of intent issued. After the holder of letter of intent fulfils the conditions of the letter of intent, the same is converted into an industrial licence.

The following number of letters of intent and industrial licences were granted during 1987 and 1988 for setting up of industries in Bihar:—

	1987		1988	
	LOI	IL	LOI	IL
Total	14	9	21	3
For	6	3	15	1

setting up of 'New Undertakings'

*LOI - Letters of Intent.

*IL - Industrial Licence.

'J'

[Translation]

Branch Post Office and Sub Post Office in Pithoragarh District, U.P.

1564. SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any representations have been made during the last three months for opening of some branch post offices and sub-post offices in Pithoragarh district (Uttar Pradesh); and

(b) if so, the details thereof and the action contemplated by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) Post Offices have been requested for in villages Chauki, Digra, Biorodi, Bala-tandi, Ramak, Machhiyrah and Bela. These requests are being looked into.

[English]

**Commemorative Stamps for Late
Tagadur Ramachandra Rao**

1565. SHRI V.S. KRISHNA IYER: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to release a commemorative stamp in honour of late Tagadur Ramachandra Rao, a veteran freedom fighter of Karnataka; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir, not in the year 1989.

(b) Does not arise.

[Translation]

**Electricity Connections in J.J. Colony,
Delhi**

1566. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of ENERGY be pleased to state:

(a) whether electricity connections are proposed to be given in J.J. Colonies in Delhi;

(b) if so, when and the names of the colonies which are proposed to be supplied power; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (c). Electrification of any colony is the responsibility of the concerned colonising agency. According to the information of the

DESU, all the existing J.J. Colonies/resettlement colonies are already electrified and electricity connections are being given in these colonies on completion of usual commercial formalities by the prospective consumers.

[English]

**Recruitment of Technical and Non-
Technical Staff In Coal India Limited**

1567. SHRI YOGESHWAR PRASAD YOGESH: Will the Minister of ENERGY be pleased to state:

(a) whether there is a ban on recruitment of technical and non-technical staff in Coal India Limited;

(b) if so, since when;

(c) whether it is proposed to start recruitment keeping in view the policy announced by Government to solve the unemployment problem; and

(d) if so, the number of persons expected to be given employment?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) and (b). There is no general ban on recruitment of technical and non-technical staff in Coal India Limited. However, in view of the existence of surplus manpower in some areas, recruitment of non-essential staff is restricted to the minimum.

(c) and (d). Case not arise in view of the position stated above.

Export Performance of Foreign Companies

1568. SHRI ANAND SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether foreign companies in the pharmaceutical sector are more export oriented than the Indian companies; and

(b) what is the export performance of German Remedies Limited, Boots Company India Limited, Parke Davis (India) Limited, Hoechst India Limited, E. Merck (India) Limited, Bayer (India) Limited, Pfizer (India) Limited, Boehringer Knoll Limited, Roche Products Limited and Cynamid India Limited for 1984-85, 1985-86 and 1986-87 as compared to Indian companies?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Export of Drugs by individual companies is not being monitored by this Ministry.

Assistance for Khadi Production

1569. SHRIMATI PRABHAWATI GUPTA: Will the Minister of INDUSTRY be pleased to state:

(a) the steps taken by Union Government for increasing Khadi production;

(b) the assistance given in this regard; and

(c) the number of persons employed by

Khadi and Village Industries Commission in the Khadi production?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Continuous efforts are being made to increase productivity by improving technology both in spinning as well as processing so as to increase the production of Khadi. The steps in this direction are the introduction of 6 spindle and 12 spindle new model charkhas (the productivity of which is 6-8 times that of a traditional charkha); supplementing spinning facility so as to ensure continuous supply of slivers of good quality; improving the quality of yarn through process of cold reeling and evolving improved reeling charkhas; introduction of improved and automatic looms; modernisation of the processing of Khadi so as to make it more attractive to the consumers and less expensive; improvement in the dyeing & designing of the Khadi fabrics, supply of improved implements; and procurement an supply of indigenous and imported raw materials.

(b) and (c). The details of financial assistance provided for production of Khadi and the number of persons employed during 1985-86, 1986-87 and 1987-88 are as follows:—

<i>Financial Assistance</i>		<i>(Rs. in crores)</i>		
	1985-86	1986-87	1987-88	
1	2	3	4	
1. Grant	36.99	42.14	43.69	
2. Loan	29.90	26.29	24.99	

<i>Employment</i>		<i>(In lakh persons)</i>		
	1985-86	1986-87	1987-88	
	13.47	13.88	14.14	

Telephone Exchanges

1570. SHRI K.P. UNNIKRIISHNAN:
Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges in different states and in the four metropolitan cities;

(b) the types of exchanges (electronic, manual etc.) and percentage of utilisation of switching facility as on 1 January, 1989;

(c) the number of applicants for new telephones in OYT and Non-OYT waiting lists as on 31 January, 1989;

(d) the percentage growth of new

demand during the last three years; and

(e) the percentage being met annually?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) About 12880 in stages and about 210 in the four metropolitan cities as on 31.12.88.

(b) Number-wise, majority of the exchanges are Electromechanical. The other types in use are Electronics (Analogue as well as digital) and manual.

Percentage utilisation of capacity is about 88%

(c) Waiting list as on 31.1.1989:

<i>OYT about</i>	<i>Non-OYT about</i>	<i>Total</i>
1.08 lakhs	13.35 lakhs	14.43 lakhs

(d) The percentage growth of new demand is about 11% on an average per year.

(e) About 7% annually.

Oil Exploration In Rajasthan

1571. SHRI P.M. SAYEED:
SHRI VIRDHI CHANDER
JAIN:

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

(a) the results of drilling done by the Oil and Natural Gas Commission and the Oil India Limited in Rajasthan so far indicating the approximate amount of gas/oil struck alongwith the names of the places;

(b) whether further exploration programme has been undertaken by the Oil and

Natural Gas Commission elsewhere in Rajasthan; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) The locations and extent of estimated geological reserves of gas established in Rajasthan by Oil and Natural Gas Commission and Oil India Limited are as under:-

Manhera Tibba	: 772 MMm ³
Ghotaru	: 609 MMm ³
Tanot Well No. 1	: 1000 MMm ³

(b) Yes, Sir.

(c) The Oil and Natural Gas Commission is presently deploying two seismic and

one gravity magnetic field parties in Lunar-Ghotaru and Miajar-Sub-basins of Rajasthan. Exploratory drilling in Rajasthan by Oil and Natural Gas Commission is being carried out by deployment of two deep drilling rigs at wells Bhakhari Tibba-4 and Ghotaru-GTT.

Telephone Connections in Kerala

1572. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of telephone connections under OYT category; given in Kerala during 1988;

(b) the number of telephone connections under this category proposed to be given during 1989; and

(c) the total number of telephone connections under the categories given in Kerala during 1988?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) The total number of telephone connections given in Kerala circle during 1988 under OYT category is 5746.

(b) Number of telephone connections under this category proposed to be given during 1989 would be about 5,000.

(c) The total number of telephone connections under other categories given in Kerala during 1988 is 12,172.

Committee on Problems of Small, Medium Newspapers

1573. SHRI V. SOBHANADREESWARA RAO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have appointed a Committee to go into the problems of small, medium and language newspapers;

(b) if so, whether the Committee has submitted its report;

(c) if so, the details of the recommendation made by the Committee; and

(d) the details of recommendations accepted by Government?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) Yes, Sir, an Expert Committee to go into the problems of Small and Medium Newspapers has been set up under the chairmanship of Shri Suman Dubey, Adviser, Ministry of Information and Broadcasting.

(b) No, Sir.

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

Use of TV Antenna in Hill Areas

1574. SHRI HUSSAIN DALWAI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of district Headquarters brought under Doordarshan coverage so far, State-wise:

(b) whether L.P.T. system does not give minimum coverage of mileage in the hilly areas; and

(c) if so, whether Government propose to provide antenna in villages where Low Power Transmissions (LTT) fail to cover them?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) The number of
District Headquarters towns brought under
Doordarshan coverage so far, is given be-
low, State-wise:-

1.	Andhra Pradesh	20
2.	Assam	10
3.	Arunachal Pradesh	6
4.	Bihar	20
5.	Goa	1
6.	Gujarat	19
7.	Haryana	11
8.	Himachal Pradesh	10
9.	Jammu & Kashmir	12
10.	Kerala	11
11.	Karnataka	17
12.	Madhya Pradesh	35
13.	Meghalaya	4
14.	Maharashtra	26
15.	Manipur	2
16.	Mizoram	2
17.	Nagaland	3
18.	Orissa	11
19.	Punjab	12
20.	Rajasthan	20

21.	Sikkim	2
22.	Tamil Nadu	14
23.	Tripura	3
24.	Uttar Pradesh	51
25.	West Bengal	16

(b) The propagation of TV signals is limited to line-of-sight distances and hence the extent of the coverage is adversely affected in a terrain marked with hilly features.

(c) Expansion of Doordarshan network is a continuous process and is envisaged to be achieved by installation of transmitters of varying power ratings, transposers and relay receivers at various places in the country. With the implementation of all the 7th Plan Scheme, about 83% population is envisaged to be covered by TV service. Service to the remaining uncovered areas can be extended in a phased manner depending on availability of resources in the future plans of TV expansion.

Progress of Drilling work In Krishna-Godavari Basin

1575. SHRI BHATTAM SRIRAMA MURTY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the work relating to the linking of Narsapur 3 and 5 and Razole 1 and 2 wells has been completed;

(b) if not, when it is likely to be completed;

(c) whether oil find in Kaikalur near Vijayawada is very large and as good as that produced in Ankaleswar wells;

(d) the expenditure so far incurred and

the amount proposed to be spent in the above basin;

(e) the details of the incentives offered to the consumers; and

(f) whether the price of gas is proposed to be reduced, if so, to what extent?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) Razole wells 2 and 3 and Narsapur wells 3 and 5 have been connected to Narsapur Gas Collection Station. Well Razole-1 has been abandoned for technical reasons.

(b) Does not arise.

(c) Kaikallur field is still under development. At present, crude is being produced from this field through Early Production System for reservoir assessment. The exact extent of the field will be known only after its final development.

(d) An expenditure of Rs. 607.64 crores excluding depreciation was incurred by ONGC on exploration and development activities in Krishna-Godavari basin upto the end of March, 1988. For the current year i.e. 1988-89 and amount of Rs. 157.20 crores is proposed to be spent.

(e) and (f). The present pricing policy on gas is valid upto 31-3-89. Consumers in KG basin have been given a concessional price of Rs. 900/1000 M³ at present.

Connecting of Satara District with STD facility

1576. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Satara district of Mahar-

ashtra has been connected to other districts of the country through S.T.D.;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and when it is likely to be connected?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). Yes, Sir, Satara has been connected to Pune Trunk Automatic Exchange. As such, Satara has access through National Subscriber Dialling to 582 other towns/group of towns including 289 districts in the country.

(c) Does not arise.

[Translation]

TV Transmitter at Jhabua, M.P.

1577. SHRI DILEEP SINGH BHURIA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the reasons for not installing the T.V. transmitter even after construction of the building at Jhabua in Madhya Pradesh; and

(b) the time by which the T.V. transmitter will start functioning there?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). The proposed transmitter at Jhabua could not be installed as the manufacturer has not yet supplied the required equipment. However, as per the supply schedule indicated by the manufacturer, it is expected to have the transmitter at Jhabua installed and commissioned into service shortly.

[English]

Closure of LPG Bottling Plants

1578. SHRI SRIBALLAV PANIGRAHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the LPG bottling plant at Sawai Madhopur and other parts of the country have been closed down;

(b) if so, since when and the reasons therefor; and

(c) the steps taken to re-open all the closed LPG bottling plants?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (c). The LPG bottling plants at Jammu and Srinagar were closed down in April, 1987 and May, 1988 respectively as these were very old and of obsolete design with limited capacity of 2,000 MTPA each. In lieu of these bottling plants, two new modern plants with increased capacity of 10,000 MTPA at Jammu and of 7,000 MTPA at Srinagar have been commissioned in March, 1987 and February, 1988 respectively.

Bakreshwar Thermal Power Plant in West Bengal

1579. SHRIMATI USHA CHOUHARY: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to set up Bakreshwar 340 MW thermal plant in West Bengal in central sector through the National Thermal Power Corporation; and

(b) if so, the decision taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) No, Sir.

(b) Does not arise.

Salt Enquiry Commission

1580. DR. PHULRENU GUHA: Will the Minister of INDUSTRY be pleased to state:

(a) whether a Salt Enquiry Commission was constituted by Government in 1978;

(b) if so, the details of the recommendations made by the Commission; and

(c) the action taken or proposed to be taken by Government thereon?

THE MINISTER OF INDUSTRY (SHRI VENGAL RAO): (a) to (c). Yes, Sir, the recommendations of the Salt Enquiry Committee together with decisions of the Government thereon are given in the Statement below.

STATEMENT

Major recommendations of the Salt Enquiry Committee set up in 1978 and the decisions of the Government thereon

Sl. No.	Recommendation	Decision of the Government
1	2	
1.	<p>The current levels of the production at 8.9 million tonnes p.a. are adequate to meet current demand.</p> <p>Domestic demand would increase from 6.70 million tonnes (1980) to 7.82 million tonnes (1985), and further to 8.84 million tonnes (1988) including demand for iodised salt from 2.4 lakh tonnes (1980) to 0.72 million tonnes (1985) if all goitre endemic areas are covered.</p> <p>Current level of exports of 0.29 million tonnes would increase to 0.40 million tonnes (1985) and 0.45 million tonnes (1988).</p>	<p>Taken note of for follow-up action wherever necessary.</p>
2.	<p>Incremental domestic production of 2.3 million tonnes can be achieved by preventing rain washing of salt through better ware-housing and transportation (1 million tonnes)</p>	<p>Taken note of for follow-up action wherever necessary.</p>
3.	<p><i>Stock maintenance and movement of Salt</i></p> <p>Suggest maintenance of three months inventory by producers of Salt.</p> <p>Insist on the minimum stocks in consuming States suffering from recurring shortages to be equal to three months consumption and in other consuming States, one month's consumption.</p>	<p>Not accepted.</p>

1	2	3
4.	Increasing Salt Production by improved technology (0.70 million tonnes) and possibly to 1.4 million tonnes by improving availability of labour and equipment.	Taken note of for follow-up action wherever necessary.
5.	Increase in the utilisation of areas already licensed which may yield to additional production of 3.00 million tonnes	-do-
6.	<i>Production, demand and potential of Salt for edible and industrial needs</i>	Accepted for examination and necessary action as far feasible.
7.	Survey of possibilities of producing salt from brine springs in N.E. Region by Geological Survey and release of funds for the purpose by Salt Commissioner	-do-
8.	The seasonal character of the Salt Industry be recognised and adequate supply of power and fuel must be ensured to salt producers.	Accepted
9.	<i>Insurance of Salt Works</i>	Accepted
	The feasibility of formulating a scheme of insurance against salt losses arising from such factors as unseasonal rainfall, cyclones and other natural calamities that are clearly outside the control of salt producers, should be studied by the Salt Department with the assistance of the General Insurance Corporation.	
10.	<i>Iodisation and Fortification of Salt</i>	Accepted for implementation in consultation with the Ministry of Health and Family Welfare and the

1	2	3
There should be no restriction on setting up of iodisation plants in private/ joint or public sector nor is there any need to be unduly strict in regard to the choice of location or technology.	Central Salt and Marine Chemicals Research Institute Bhavnagar	
Payment of subsidy to be confined to the production in plants owned by Central/State Govts. and their Undertakings.	Accepted	
Central Salt and Marine Chemicals Research Institute, Bhavnagar to develop and provide a standard sample testing kit to the officers of the State Civil Supplies Deptt. who are required to be trained in the use of the simple submersion process of manufacture of iodised salt.	Accepted	
11. Messrs. Hindustan Salts Ltd. must obtain specialist advice from the manufacturers of the iodisation plants to achieve capacity operation.	Accepted	
12. <i>Iodisation and fortification of Salt</i>	Taken note of for follow-up action wherever necessary	
Supply of iodised salt in currently notified goitrous areas which are half the total goitre-endemic areas is barely half the assessed demand. Poor utilisation of capacity of iodisation plants and their sub-optimal location in relation to consuming areas, etc. have led to this avoidable situation.		
In many countries all edible salt is iodised.		
13. The Central and State Public Sector Plants should promote the production & sale of fortified salt.	Accepted	

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14.	<i>Imports & Exports</i>	Accepted
	Rock Salt being imported from Pakistan should be used only for Ayurvedic and Unani medicines and not be permitted to be used for edible purposes in areas declared goitre endemic.	
15.	There should be large and remunerative exports of salt. The STC in consultation with the Salt Deptt. and State Govts. of Gujarat and Tamil Nadu should study as to how exports can be increased rapidly.	Accepted for implementation by the authorised concerned.
16.	To meet the demand projected for 1988, domestic production will have to go up by 2.3 million tonnes	Taken note of for follow-up action wherever necessary.
17.	<i>Stock maintenance and movement of salt</i>	Accepted for implementation by the authorities concerned.
	Adequate number of barges and better telecom and navigation facilities must be provided on the West Coast.	
18.	Significant cost saving can be effected through rail movement by the provision of rail siding wherever these are established as cost effective.	Taken note of for follow up action wherever necessary.
19.	Movement of Salt in loose by road for edible purposes, if encouraged, will reduce cost.	-do-
20.	Serious shortfalls have arisen in planned rail movement of salt.	Taken note of for follow-up action wherever necessary.

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21.	Cost effective detailed plans for movement of salt by rail, road, coastal shipping and river crafts should be formulated.	Accepted
22.	Creation of a compact division in the Deptt. of Salt to deal with the measures to improve rail movement with officers drawn from amongst the Railway Traffic Specialists.	Accepted
23.	Bunching of vessels at Calcutta Port should be avoided by closer coordination with the Director General of Shipping	Accepted
	Storage in Haldia Port and distribution of salt should be encouraged.	
	Direct jotty loading of salt into coastal vessels should be arranged.	
	To provide more number of barges and improvements in communications and navigational facilities at Calcuta Port.	
24.	To display retail fair prices by all retailers at their shops and also in local Newspapers.	Accepted
25.	The State Governments particularly those of Eastern & North Eastern States, to stipulate the minimum level of stocks at the wholesalers as also retailers' level and this minimum should be fixed in consultation with the Salt Deptt. and Railways.	
26.	As the Salt Golahs at Howrah serve only the needs of West Bengal, use of the Golahs may be determined in consultation with the Govt. of West	Accepted

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	Bengal and other agencies. These Golahs require renovation and this should be done in the extent required.	
27.	Costs. Prices & Margins	
	The committee do not favour the continuance of the present control on prices in respect of salt shipped from West Coast and Tuticorin to Calcutta.	Accepted
28.	Large variations exist in the cost of production of salt within each salt producing region and therefore it is not found feasible to fix a fair price or fair prices for the Salt manufactured in each of the Regions.	Taken note of for follow-up action wherever necessary.
29.	Considerable variations exist in sales realisation which are attributed to the poor financial capacity of certain salt producers to hold substantial stocks and difficulties in transportation of salt.	-do-
30.	The Committee noted that there is excessive margin between ex-works and F.O.R. Prices charged by wholesalers and distributors.	
31.	There exist large fluctuations leading to excessive prices in areas to which the transportation of salt is difficult particularly in the Eastern & North-Eastern States.	-do-
32.	The Committee have analysed the wholesale and retail margins in Eastern and North Eastern States including Bihar and found that the margins realised in ex-works sales by manufacturers are insignificant.	-do-

- | 1 | 2 | 3 |
|-----|--|---|
| 33. | The Committee recommends to curb the excessive margins between the ex-works/F.O.R. prices and in wholesale and retail prices to reach fair levels by the Salt Deptt. initiating a price surveillance system to advise all the State Govts. the fair price at which purchases can be made from different production areas and assist the State Govts. in purchasing salt at fair prices, so that no form of cartelisation takes place and the salt producers do not take advantage thereof. | Not accepted |
| 34. | Allotment of wagons to the State Govt. for movement of salt purchased by them or the wholesalers authorised by them | Accepted. To be taken up by the Salt Commissioner with the Railways. |
| 35. | Insist greater vigilance by the State Govt. in scrutinising purchase price and margins charged by the wholesalers selected by them. | Accepted. To be commended to State Governments. |
| 36. | Suggest contractual arrangements between the State Govts. and the wholesalers/distributors selected by them and greater surveillance by the State Govt. on them to maintain reasonable price level. | -do- |
| 37. | The Committee recommended that West Bengal which receives salt by ship in excess of 25 wagons per day and has to bear an unreasonable burden of Rs. 73/- per tonne of salt on the consumers should be compensated by a subsidy from the coal surcharge funds etc. | No need to implement the recommendation as the difference in the ship and rail freight on salt has been reduced to a great extent with effect from 1.4.1982 after increase in rail freight. |
| 38. | Freight equalisation and payment of freight subsidy. | Accepted |

The Committee considered that freight equalisation scheme for salt is not feasible and not likely to lead to any significant advantage to consumer at this stage.

1	2	3
39.	Collection of cess and execution of developmental and labour welfare works, grant of loans.	Not accepted. Levy of Cess on salt to continue as provided in the Salt Cess Act, 1953 and continue to be collected by the Salt Department.
	As the annual cost of collection of cess is about 55% of the total cess, committee recommends that the quantum of cess collected is not commensurate with its cost of collection and recommends its abolition.	
	If the Govt. considers that it is essential to meet the cost of development activities from out of cess, a levy of cess of about Rs. 5/- to Rs. 10/- per tonne of salt consumed in caustic soda and soda ash industries should be imposed instead of collecting it from several thousand manufacturers widely scattered.	
	The removal of advantages now available to small producers and co-operatives by half or full exemption from cess can be made good by the imposition of lower and favourable land revenue/assignment fee and by extending loans on softer terms and grant for labour welfare for which the unlicensed sector is not eligible.	
	The above recommendations lead to major revision in the Salt Cess Act and Rules.	
40.	<i>Land Revenue and Licensing</i>	
	Suggested that the land revenue on Central Govt. lands used for salt manufacture should be collected by the State Govt. and credited to the Salt Dept., so that the attention of the staff of the Salt Dept. will be	Not accepted. Salt Dept. to continue to collect assignment fees and ground rent on central Govt. land.

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concentrated on developmental activities like the adoption of improved technology, reduction in cost, execution of development works etc.

41. Lands lying vacant and suitable for salt manufacture should be immediately utilised for manufacture of salt and those lands not required for salt manufacture should be surrendered to the State Governments. Accepted
42. As all the applications for issue of salt licences are scrutinised and approved by the Salt Deptt. Committee recommends that this function should devolve on the concerned State Govts. Not accepted. Salt Deptt. to continue to issue licences for manufacture of salt.

Guidelines for issue of licences should be prescribed by Salt Deptt. including stipulations of utilisation of entire licensed area, use of bitterns etc.

43. *Execution of Developmental/Labour Welfare Works*

They felt that the State Govts. and their enterprises are better equipped to scrutinise the schemes and grant approvals and therefore recommends all programmes of the type should be left to the State Governments wholly

Not accepted. Salt Deptt. to continue to be responsible for execution of developmental/labour welfare works pertaining to Salt Industry.

Salt Department should assist the State Govts. in implementation. Adequate funds should be made available under the Central Plan to the State Govt. as well as to private enterprises to discharge this responsibility.

1	2	3
44.	The period of licence should be extended to 40 years with the stipulation that the entire area to be worked under uniform and simple procedure adopted for transfer of licences.	Not accepted.
45.	In case the Govt. does not accept the abolition of Cess on salt, the Code of Principles regulating the grant of assistance from Cess Proceeds be amended providing enhanced powers to sanction works at various levels.	Accepted. Procedure & Delegations governing sanction of funds out of salt cess proceeds to be suitable modified to achieve better results.
46.	<p><i>Technology, R & D and recovery of byproducts</i></p> <p>Mechanical harvestors and special varieties of salt are to be developed and promoted. The technology for recovery of bye-products has to be improved. Even though the CSMCRI have developed the required technology for manufacture of special varieties of salt and bye-products and this is available for adoption, there still remains to be determined the cost benefits of the technological improvement and choices in each of the salt producing regions.</p>	Accepted.
47.	To utilise the schools and colleges nearby for imparting training in improved methods of production to the Managers, Supervisors and labour in the salt works suitable for the purpose.	Not accepted.
48.	The Committee recommend the instead of having model salt works, the Salt Deptt. should in collaboration with suitable public sector salt works in various regions, try out to improve methods of salt manufacture.	Not accepted.
49.	Training devices such as films and video equipments, etc. be used	Accepted

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Meteorological stations may be set up at important stations.		
50. To insist on major salt works to establish their own laboratories for routine analytical and quality control and also to carry out chemical analysis of salt of smaller salt works, if necessary on payment of fee. These along with the other laboratories attached to the nearby colleges be recognised for purposes of issue of test certificates and carry out the analytical work.		Accepted regarding encouraging major salt works to establish their own laboratories for analytical quality control work. But recommendation to recognise these laboratories or those attached to nearby colleges for issue of test certificates not accepted.
51. Salt Deptt. must co-ordinate an intensive programme of technological development in consultation with CSMCRI and Salt producing State Govts. consultancy and design organisations etc.		
52. <i>Specifications & Standards</i>		
The programme of improvement in standards be drawn up by the Ministry of Health and be implemented.		Accepted
53. <i>Role of Public Sector</i>		
Hindustan Salts Ltd., a Public Sector undertaking produces, hardly 8% of the total domestic consumption of edible salt. This coupled with the production of other State Enterprises will help in stabilising price and availability of salt.		Accepted
These public enterprises in cooperation with CSMCRI may give training to a large number of salt workers in improved technique of salt production. Each of these major salt works should recover bitterns from all salt works		

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on an economic basis and establish plants to recover bye-products such as Bromine, Potassium Chloride, Sodium Sulphate, Magnesium Chlorides and Sulphates etc.

The technological progress of Central and State Public Sector plants can be assisted by closer associations with the Scientists and Consultants and also through the consultancy services available with the CSMCRI.

Labour and Employment

54. The problems affecting the conditions of workers are within the purview of the State Govts. They should, therefore, appoint special labour welfare officers to look after the workers in the industry and health hazards should be removed by imposing necessary stipulation. The Salt Deptt. should be in close touch with the State Governments and watch the progress.
- Accepted. To be commended to State Govts. for implementation.
55. The ceiling on packing size should be reduced to 55 kgs., within 3 years in conformity with the Committee on Conventions (ILO)
- Accepted in principle.
56. Suggest that the recovery of bye-products such as Bromine, Potassium and Magnesium salts be exempted from the Industrial Development & Regulation Act.
- Not accepted.
57. *Co-operatives.*
- Production of salt under cooperative sector is only 0.9 million tonnes
- Taken note of for follow-up action wherever necessary.

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per year as against 1.25 million tonnes per year achieved under the unlicensed sector. The Committee have emphasised the importance of improving the viability of cooperatives to the extension of concessional land revenue, assignment fee and grant of soft loans, as also special technological assistance to achieve low costs of production and by-product recovery. Salt Deptt. should bear this as an important objective.

58. *Proposed organisational set up of the Deptt. of Salt.*

The main functions of the Salt Deptt. will be:-

- (a) Production and price surveillance;
- (b) Streamlining storage and distribution;
- (c) Promotion and technological development;
- (d) Planning, formulating and monitoring the implementation of schemes;
- (e) Labour welfare measure and reviewing these in each of the Salt producing regions.
- (f) Studies and measures to accelerate exports;
- (g) quality standards and their achievements;
- (h) provision of meteorological services;

Accepted, but Organisational set-up & Divisions of the Salt Deptt. would need to be worked out keeping in view its functions in regard to licensing, of cess & execution of developmental & labour welfare works for which it would continue to be responsible.

1

2

3

- (i) promoting the formation of co-operative societies;
- (j) publication of a Directory of Design consultants in the industry.

The Salt Deptt. should consist of five main Divisions, viz:

- (a) Production.
- (b) Storage and Distribution.
- (c) Technological Development.
- (d) Labour Welfare.
- (e) Economics and Statistics.

59. The committee suggests the study and review of the pay scales and amenities provided to the staff of the Salt Department. Accepted.

Gas based Petrochemical Industries in Sikkim

1581. SHRIMATI D.K. BHANDARI: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to set up any gas based petrochemical industries during the remaining period of Seventh Plan;

(b) if so, the details thereof;

(c) whether Government propose to set up any such industry in Sikkim;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). A gas based petrochemical complex with a capacity of 3,00,000 tonnes per annum of ethylene is in an advanced stage of construction at Nagothane in Maharashtra.

(c) No, Sir.

(d) and (e). Do not arise.

[*Translation*]

Financial crisis in HMT unit at Ajmer

1582. SHRI SHANTIDHARIWAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether attention of Government has been drawn to the news item captioned "HMT Ajmer Pur Vitaya Sanket" which appeared in the 'Navjyoti' Kota edition dated 12 December, 1988;

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

(c) the steps taken by Government to save this unit from crisis?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). It is mentioned in the news report that deductions made from the salaries of employees towards insurance premium and compulsory deposit scheme are not being deposited but are being used by the factory for its own work. There is no outstanding dues in the Ajmer unit of HMT against group insurance premium, LIC, CTD etc. The unit is also remitting deductions made from the salary of February 1989 on the due dates.

(c) Does not arise.

[*English*]

Target for Production of Thermal and Hydro-Electric Power

1583. SHRI UTTAMRAO PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether the target for production of thermal and hydro-electric power fixed in the Seventh Plan period has been achieved;

(b) if not, the reasons therefor; and

(c) the steps taken or proposed to be taken by Government to tap the non-conventional sources of energy to make up the shortfall in this respect?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The requisite information is given below:

*Energy Generation**(Fig. In MU)*

Year	Thermal		Nuclear		Hydro		Total	
	Prog.	Actual	Prog.	Actual	Prog.	Actual	Prog.	Actual
1	2	3	4	5	6	7	8	9
1985-86	110000	114119	4000	4985	56000	50933	170000	170037
1986-87	127800	128818	5200	5023	57000	53764	190000	187605
1987-88	143000	149464	5600	5034	56400	47396	205000	201894
1988-89 (upto Feb. 89)	147975	142058	5038	5548	53121	52979	206134	200585

The main reason for the shortfall during 1986-87 and 1987-88 was less hydel generation mainly on account of drought conditions in many parts of the country. The shortfall in 1988-89 was mainly due to low thermal generation due to low system demand, particularly on the agriculture sector, due to exceptionally good rains during the monsoon period.

(c) In order to meet the shortfall in energy, all efforts are being made within the constraint of available funds to tap both conventional and non-conventional energy from various sources that have been developed and/or are at demonstration/experimental/R&D stages which include solar thermal, solar photovoltaic, windfarms, biomass based gasifiers, geo-thermal, chemical sources, ocean energy, etc.

Electrification of Villages in Gujarat

1584. SHRI RANJITSINGH GAEKV/AD: Will the Minister of ENERGY be pleased to state:

(a) whether Gujarat is likely to achieve cent percent electrification of villages at the

end of the Seventh Plan;

(b) whether even thereafter a large number of Harijan bastis and suburbs will remain to be electrified;

(c) if so, the allocations required for covering all the Harijan bastis and suburbs in rural Gujarat under the rural electrification programme; and

(d) the programme, if any, worked out for extending electrification facility to the people in remote villages during the Eighth Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) According to the report received from Gujarat Electricity Board, cent percent village electrification has since been achieved.

(b) Yes, Sir.

(c) According to the estimates of Gujarat Electricity Board, the allocation required for the electrification of remaining suburbs (Petaparas) and Harijan Bastis is

about Rs. 50 crores and Rs. 5 crores respectively.

(d) The Gujarat Electricity Board has planned to cover 8000 suburbs (Petaparas) and 3000 Harijan Bastis during the Eighth Five Year Plan period as part of their load intensification programme.

New Telephone Connections in Bhubaneswar, Cuttack and Jaipur (Orissa)

1585. SHRI ANADI CHARAN DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of new telephone con-

nections given in Orissa, particularly Bhubaneswar, Cuttack and Jaipur separately during the last two years and proposed to be given during the year 1989-90; and

(b) the number of persons on the waiting lists separately as on date and the action taken to wipe out the waiting lists?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) The number of new telephone connections given during last two years 1987-89 and proposed to be given during 1989-90 are as under:

<i>Sl. No.</i>	<i>State/Place</i>	<i>Given during 1987-89</i>	<i>Proposed during 1989-90</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Orissa	7231 (upto 31.1.89)	6500
2.	Bhubaneswar	614 (upto 28.2.89)	4000
3.	Cuttack	1696 (upto 28.2.89)	900
4.	Jaipur	46 (upto 28.2.89)	Nil (No waiting List)

(b) The number of persons on the waiting list, separately is as under:

Orissa	6300 (As on 31.1.89)
Bhubaneshwar	2800 (As on 28.2.89)
Cuttack	1306 (As on 28.2.89)
Jaipur	10 (As on 28.2.89)

The waiting list shall be wiped out progressively with the setting up of new exchanges and expansion of existing exchanges. At Bhubaneshwar an electronic exchange of 5000 lines capacity is proposed

and expansion of Cuttack Exchange proposed by 1000 lines during 1989-90. There is no expansion programme for Jaipur Exchange as there is no waiting list at present.

Rehabilitation of Farmers affected by Loktak Hydro Electric Project

1585. SHRI N. TOMBSINGH: Will the Minister of ENERGY be pleased to state:

(a) whether the attention of Government has been drawn to the grievances of the farmers whose land has been permanently submerged by the Loktak lake whose level of water is being maintained by the

Central Loktak Hydro Electric Project;

(b) if so, the relief and rehabilitation measures taken in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) The Loktak lake is a natural lake and no artificial reservoir was constructed for Loktak Hydroelectric Project. Therefore, the question of submergence of any additional land for the Project does not arise. However, a high water level of the lake is required to be maintained for power generation and irrigation till the on-set of the next monsoon. This might cause hardship to the villages surrounding the Loktak lake. Extensive siltation due to decay of hyacinth and accumulation of weeds over the lake has reduced the holding capacity of the lake, making it necessary to maintain a higher storage level for generation of power and irrigation.

(b) and (c). Government of Manipur, who are controlling the Loktak Lake, have set up a Loktak Development Authority to study and solve the problems being faced in the lake and surrounding area. Necessary assistance in the form of data is being given to this Authority by the Loktak project authorities. The Loktak lake has also been included as one of the wet land to be conserved and preserved for its ecology.

Sick Industrial Units in Kerala

1587. SHRI T. BASHEER: Will the Minister of INDUSTRY be pleased to state:

(a) the total number of sick industrial units in Kerala as on 31 December, 1988 in the large, medium and small scale sectors; and

(b) the steps taken or proposed to

revive these sick units?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Data on sick industrial units in the country which are assisted by banks are collected by the Reserve Bank of India. As per the latest information available from RBI, there are 27 sick units in the organised sector and 11,805 sick units in the small scale sector in Kerala, as at the end of June, 1987.

(b) For revival of sick industrial units, Government of India have got a uniform policy for the whole country, including Kerala. Some of the important aspects are as follows:

- (i) The Government have enacted a comprehensive legislation namely "The Sick Industrial Companies (Special Provisions) Act, 1985". A quasi-judicial body designated as 'The Board for Industrial and Financial Reconstruction (BIFR)' has been set up under the Act to deal with the problems of sick industrial companies in an effective manner, which has become operational with effect from the 15th May, 1987.
- (ii) The Reserve Bank of India have issued guidelines to the banks, for strengthening the monitoring systems and for arresting industrial sickness at the incipient stage so that corrective measures are taken in time.
- (iii) The banks have also been directed by the Reserve Bank of India to formulate rehabilitation packages for the revival of potentially viable units. The banks and financial institutions evolve rehabilitation packages for the

revival of sick units.

- (iv) Reserve Bank of India have also issued guidelines separately to the banks indicating parameters within which banks could grant reliefs and concessions for rehabilitation of potentially viable sick units without reference to RBI both in the large and small scale sectors;
- (v) Government of India introduced a Margin Money Scheme with a view to supplementing the efforts of the State Governments in reducing the incidence of sickness in the small scale sector. Under the liberalised scheme the maximum amount of assistance per unit available to sick small scale units for rehabilitation has been increased from Rs. 20,000 to Rs. 50,000.

**Land compensation to farmers by
Western Coalfields Limited**

1588. SHRI UTTAMBHAI H. PATEL:
Will the Minister of ENERGY be pleased to state:

(a) whether the farmers displaced by Coal Mines in Wani sub-area of Western Coalfields are agitating for better compensation for their land acquired for the Western Coalfields Limited Project (Coal Mines);

(b) whether Maharashtra Government have also requested the Western Coalfields Limited authorities to pay the compensation as per the Maharashtra Land Acquisition Act; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) Yes, Sir.

(b) Yes, Sir.

(c) Under the Land Acquisition Act, 1894, the compensation amount consists of three elements, namely, the market value of the acquired lands, solatium at the rate of 30% of the market value, and payment at the rate of 12% per annum of the market value of the land for the period the land proceedings are in progress between the date of notification for acquisition and the final award leading to acquisition of the land. The lands in question in Wani sub-area of the Western Coalfields are being acquired under the Coal Bearing Areas (Acquisition & Development) Act, 1957. The Act does not provide for payment of solatium at the rate of 30% of the market value and escalation amount at the rate of 12% per annum. The steps have been taken to bring the provisions of the Coal Bearing Areas (Acquisition and Development) Act at par with the Land Acquisition Act, 1894. Pending amendment of the Act, Government have already decided to pay solatium at the rate of 30% of the market value and this payment is being made in all cases of land acquisition under the Coal Bearing Areas (Acquisition & Development) Act. The question of payment of escalation amount at the rate of 12% of the market value is also under active consideration of the Government.

**Schemes to generate Employment
through KVIC**

1589. SHRI CHITTA MAHATA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have formulated some new schemes to generate employment through Khadi and Village Industries Commission;

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

(c) the expected increase in employment and the financial involvement?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) KVIC has identified 34 new industries (given in the statement below for 1988-89 for enhancing rural production and employment opportunities.

(c) The new schemes are expected to generate additional employment for about 10,000 persons at a financial involvement of Rs. 12.00 crores during the remaining two years of the Seventh Plan.

STATEMENT

Identified New Industries for 1988-89

Group-I Mineral Based Industry

1. Stone cutting, crushing, carving and engraving for Temples and Buildings.
2. Utility articles made out of stone.

Group-II Forest Based Industry

2. Manufacture of paper cups, plates, bags and other paper containers.
4. Manufacture of exercise books, book-binding, envelope making, register making including all other stationery items made out of paper.
5. Khus tattis and broom making.
6. Collection, Processing and Packing of Forest Produce.
7. Photo framing.

Group-III Agro Based and Food Industry

8. Pithwork, manufacture of Pith, Mats and Garlands, etc.
9. Cashew Processing.
10. Leaf Cup making.

Group-IV Polymer and Chemical Based Industry

11. Products out of Rexin, PVC etc.
12. Horn and bone including ivory products.
13. Candle, Camphor and Sealing wax making.

Group-V Engineering and Non-Conventional Energy

14. Manufacture of paper pins, clips, safety pins, stove pins etc.
15. Manufacture of decorative bulbs, bottles, glass etc.
16. Umbrella assembling.
17. Solar and Wind energy implements.
18. Manufacture of handmade utensils out of brass.
19. Manufacture of handmade utensils out of copper.
20. Manufacture of handmade utensils out of bell-metal.
21. Other articles made out of brass, copper and bell-metal.
22. Production of radios.

23. Production of cassette players whether or not fitted with radios.
24. Production of cassette recorder whether or not fitted with radios.
25. Production of voltage stabilizers.
26. Electronic watches.

Group-VI Textile Industry (Excluding Khadi)

27. Hosiery.
28. Tailoring and preparation of ready-made garments.
29. Fishing nets out of Nylon/Cotton by hand.

Group-VII Service Industry

30. Laundry
31. Barber
32. Plumbing
33. Servicing of electrical wiring and electronic domestic appliances and equipments.
34. Repairs of Diesel Engines, Pump Sets etc.

Prices of Tyres

1590. SHRI SHARAD DIGHE:
SHRI KALI PRASAD PANDEY:

Will the Minister of INDUSTRY be pleased to state:

(a) whether in spite of increase in production of tyres in 1988, their prices have gone up;

(b) if so, the details of production and the prices; and

(c) the steps Government propose to take to bring down the prices of tyres?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). According to Automotive Tyre Manufacturers Association, prices of various categories of tyres were increased by the tyre companies ranging from 2% to 6% in October, 1988. The production of tyres during 1986, 1987 and 1988 was 129.00, 145.00 and 178.00 lakhs (estimated) respectively. There is no statutory control over the prices of tyres. However, Government have already placed import of certain categories of bus and truck tyres on O.G.L. at a reduced rate of duty in order to keep a check on prices of such tyres.

Electronic Telephone Exchanges in Kerala

1591. PROF. P.J. KURIEN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any scheme for introducing electronic exchanges in all districts of Kerala in the coming years; and

(b) if so, the details thereof;

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) District-wise plans are given in the Statement below.

STATEMENT

Proposals for installation of electronic exchanges in various Districts of Kerala upto 8th Plan period subject to availability of equipment and 8th Plan allocation

District: Pathanamthitta				
Sl. No.	Name of exchange	Type & capacity of exchange proposed		Year of allotment
1	2	3		4
1.	Adoor	C-DOT	2000 lines	92-93
2.	Kaipattor	E-10B	500L RLU 500L E	91-92 92-93
3.	Keni	E-10B	500L RLU 500 LE	91-92 92-93
4.	Kozhincherry	E-10B	1000L RLU 500 L	91-92 93-94
5.	Kumbarad	C-DOT	1500L M	93-94
6.	Pandalam	C-DOT	1500L M	92-93
7.	Pathanamthitta	E-10B	2000L 1000L E 1000L E	91-92 92-93 93-94

1	2	3	4	
8.	Ranni	C-DOT	2000L M 500L E	91-92 93-94
	<i>District Trichur</i>			
9.	Algappanagar	E-10B	1000L RLU 1000L E 500L E	90-91 91-92 93-94
10.	Trichur	E-10B	2000L M 2000L E 2000L E	90-91 91-92 92-93
11.	Challakudy	PRX	3000L	90-91
12.	Cherpu	E-10B	1000L RLU 500L	90-91 93-94
13.	Chowghat	E-10B	1000L RLU 1000L E	91-92 92-93
14.	Charnganore	C-DOT	1500L M 1000L E	90-91 92-93
15.	Guruvagur	E10B	1000L RLU 1000L E 1000L E	91-92 92-93 93-94

1	2	3	4
16.	Kandassan Kadavu	C-DOT	1500L M 1000L E 1000L E 90-91 91-92 93-94
17.	Kattoor	C-DOT	2000L M 500L E 92-93 93-94
18.	Kunnankulam	E-10B	3000L M 1000L E 1000L E 91-92 92-93 93-94
19.	Mala	C-DOT	2000L M 93-94
20.	Ollur	E-10B	1000L RLU 1000L E 90-91 92-93
21.	Mandur	C-DOT	1500L M 93-94
22.	Poovathur	C-DOT	2000L M 93-94
23.	Punnayurkulam	C-DOT	2000L M 93-94
24.	Ve-llangalur	C-DOT	2000L M 92-93
25.	Vallappad	C-DOT	2000L M 5000L E 92-93 93-94

1	2	3	4	
26.	Chettikara	512 Port-ILT	512 Port	89-90
27.	Annamandda	ESAX	200L	89-90
28.	Mattom	ESAX	200L	89-90
29.	Pariyaram	ESAX	200L	89-90
30.	Pazhayannur	ESAX	200L	89-90
31.	Perumbilavu	ESAX	200L	89-90
32.	Tiruvilawamala	ESAX	200L	89-90
33.	Arangottukara	C-DOT	128 Port	Commissioned
34.	Mullurkara	C-DOT	128 Port	-do-
35.	Kurichikara	C-DOT	128 Port	88-89
36.	Punnala	C-DOT	128 Port	89-90
	<i>Ernakulam District</i>			
37.	Ernakulam	E-10B	3000L RLU 1000L E 6000L E	88-89 88-89 89-90

1	2	3	4
			6500L 90-91
			5500L 91-92
			5000L 92-93
			6000L 93-94
		C-DOT	3000L 92-93
			4000L 93-94
38.	Kothamanglam	C-DOT	1500L M 90-91
			500L E 91-92
			500L E 93-94
39.	Verapuzha	C-DOT	2000L M 92-93
40.	Vazhakulam	C-DOT	2000L M 92-93
			5000L E 93-94
41.	Alwaye	E-10B	4000L M 92-93
			500L E 93-94
42.	Angamaly	C-DOT	1500L M 90-91
			500L E 91-92
			500L E 93-94
43.	Perambavoor	C-DOT	2000L M 90-91
			500L E 91-92

1	2		3	4
			1000L E	93-94
44.	Udampoor	ILT	512 Port	88-89
	<i>District Trivandrum</i>			
45.	Trivandrum	E-10B	2000L 3500L 2000L	89-90 92-93 93-94
		C-DOT	7000L 4000L 2000L	91-92 92-93 93-94
46.	Attingal	C-DOT	1500L	93-94
47.	Varkala	C-DOT	2000L	93-94
48.	Kallambalam	ILT	512 Port	88-89
49.	Madavurpallikal	ILT	512 Port	88-89
50.	Kanyakulangara	ESAX	200L	89-90
51.	Parassala	ESAX	200L	89-90
52.	Vellarada	ESAX	200L	89-90

1	2	3	4	
53.	Venjaramoodu	ESAX	200L	89-90
54.	Karyavattom	NEAX	600L	90-91
55.	Kallara	C-DOT	128 Port	Commissioned
56.	Karakonam	C-DOT	128 Port	-do-
57.	Madanwillaperu-mathura	C-DOT	128 Port	-do-
58.	Pacha-palode	C-DOT	128 Port	-do-
	<i>District Calicut</i>			
59.	Badagarh	C-DOT	2000L M 1000L E 1000L E	90-91 91-92 93-94
60.	Quilandy	C-DOT	2000L	93-94
61.	Calicut	E-10B	5000L 3500L 3000L	90-91 91-92 92-93
		C-DOT	3500L	93-94

1	2		3	4
	District	Kottayam		
62.	Changannacherry	E-10B	5000L M 2000L E 2000L E	90-91 91-92 93-94
63.	Erattupetta	C-DOT	2000L	92-93
64.	Pampady	C-DOT	2000L 5000L E	92-93 93-94
65.	Ettumanoor	C-DOT	1500L	93-94
66.	Kanjikuzhi	E-10B	2000L RLU 1000L E RLU	90-91 93-94
67.	Kottayam	E-10B	5000L M 3000L E 2000L E	88-89 91-92 93-94
68.	Gandhinagar	E-10B	1000L RLU 500L E	91-92 93-94
69.	Vaikom	NEAX C-DOT	400L 2000L	Commissioned 93-94
70.	Mammoodu	I.L.T.	512 Port	89-90

1	2	3	4	
71.	Kudvedoor	C-DOT	128 Port	88-89
72.	Ponkullam	C-DOT	100L M	92-93
<i>District Cannanore</i>				
73.	Chingavanam	C-DOT	2000L	92-93
74.	Baliapattom	E-10B	2000L RLU 500L E	91-92 93-94
75.	Cannanore	E-10B	2000L M 3000L E 2500L E	91-92 92-93 93-94
76.	Payyangadi	C-DOT	1500L M	93-94
77.	Payyambit	C-DOT	2000L M 1000L E	90-91 93-94
78.	Taliparamba	C-DOT	2000L M	91-92
79.	Irikkur	I.L.T.	512 Port	89-90
<i>District Alleppey</i>				
80.	Meyyikkara	E-10B	2500L M 1500L E	91-92 93-94

1	2	3	4
81.	Chinganoor	E-10B	2500L RLU 1000L E 91-92 93-94
82.	Mannar	NEAX	400L Commissioned
83.	Ambalapuzha	I.L.T.	512 Port 89-90
	<i>District Wynad</i>		
84.	Kalpetta	NEAX C-DOT	600L 1500L M 1000L E Commissioned 91-92 93-94
85.	Sultanis Battery	C-DOT	2000L M 93-94
	<i>District Oulon</i>		
86.	Karunagapally	C-DOT	1500L M 92-93
87.	Kottarakkara	C-DOT	2000L M 92-93
88.	Kundara	C-DOT	2000L M 93-94
89.	Punalur	C-DOT	1500L M 1000L E 91-92 92-93
90.	Oulon	E-10B	8000L M 2000L E 91-92 93-94

1	2	3	4	
91.	Thevalkkara	ESAX	200L	89-90
92.	Valakom	ESAX	200L	89-90
93.	Kulakkada	ESAX	200L	89-90
94.	Nedumpanna	ESAX	200L	89-90
<i>District Malappuram</i>				
95.	Malappuram	C-DOT	1500L M	93-94
96.	Perinthalmanna	C-DOT	1500L M	92-93
97.	Manjiri	C-DOT	2000L M	91-92
98.	Kondotty	I.L.T.	512 Port	88-89
<i>District Kasaragod</i>				
99.	Kanhangad	C-DOT	2500L 1000L	90-91 93-94
100.	Ambalathara	C-DOT	128 Port	88-89
101.	Paivalika	I.L.T.	512 Port	89-90

1	2	3	4
<i>District Palghat</i>			
102.	Olvakkut	E-10B	1000L RLU 91-92 500L E93-94
103.	Palghat	E-10B	5000L M 91-92 1000L E92-93 1000L E93-94
<i>District Idukki</i>			
104.	Kumily	I.L.T.	512 Port 88-89
105.	Nedumgandom	I.L.T.	512 Port 88-89
106.	Arakulam	I.L.T.	512 Port 89-90

Expansion of Indian Telephone Industry, Palghat

1592. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Indian Telephone Industries Limited, Palghat, is proposed to be expanded; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir. A project to expand the Electronic Switching Unit of the Indian Telephone Industries at Palghat is in progress.

(b) The project envisages production of:

- 30,000 circuits per annum of Digital Trunk Automatic Automatic Exchange (DTAX) equipment.
- 40,000 Lines per annum of Electronic Private Automatic Branch Exchange (EPABX) equipment.
- 50,000 Lines per annum of Electronic Rural Automatic Exchange (EPAX) equipment.

Liberalisation of Industrial Policy

1593. SHRI HARIHAR SOREN: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a need to further liberalise the industrial policy for the industrially backward States;

(b) if so, the steps taken by Government in this regard;

(c) whether any suggestions have come from the Eastern States to liberalise the industrial policy for those States in order to encourage industrialisation in those States; and

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

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (d). Government have taken a number of measures to promote the industrialisation of the backward areas of the country. The facility of delicensing of certain industries is made available to MRTP/FERA companies if the projects are located in backward areas. In respect of non-MRTP/non-FERA companies also, the facility of delicensing for investments upto Rs. 50 crores is available if the projects are located outside the distance limits specified in the Notification of 30th June, 1988. The Government has also announced for establishing 100 Growth Centres in the backward areas of the country where infrastructure facilities of a high order would be provided. These Centres are expected to give a strong impetus to the industrialisation of backward areas. Furthermore, fiscal and financial incentives and concessions have also been provided by both Central and State Governments for location of industrial units in backward areas. The liberalisation of industrial policy and procedures is a continuous process and specific measures are taken according to the changing needs and circumstances.

Opening of Post Offices in Orissa and West Bengal

1594. SHRI CHINTAMANI JENA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of post-offices, sub-post offices and head post offices functioning in Orissa and West Bengal;

(b) the number of new post offices, sub-post offices and head post offices proposed to be opened during the next three years in these States;

(c) whether Government have received any request from these States for opening of new Post Offices; if so, the details thereof

and the steps so far taken in this regard;

(d) the policy of Government to provide postal facilities at all places; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) The information is as follows:

	HO	SO	EDSO	EDBO	Total
West Bengal	44	1611	343	6210	8208
Orissa	35	1132	196	6180	7543

(HO: Head Post Office, SO: Sub-Post Office, EDBO: Extra Departmental Branch Post Office, EDSO: Extra Departmental Sub-Post Office)

(b) Information in respect of 1988-89 is as follows:

	DSOs	EDBOs
West Bengal	5	165
Orissa	5	175

The programme for 1989-90 has not been finalised. In so far as head post offices are concerned, this category does not come under "Plan". Proposals based on prescribed standards are considered as and when received.

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

(d) Government have a phased programme of opening of new post offices in both rural and urban areas based on certain criteria such as population, distance from the nearest post office and anticipated income.

(e) The Seventh Plan envisages opening of 6000 new post offices in different States and Union Territories out of which up to 28.2.1989, 1182 new post offices have been sanctioned.

Closure of Non-Viable Public Sector Undertakings

1595. SHRI CHINTAMANI JENA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have a proposal to close down non-viable public sector undertakings;

(b) if so, the details thereof; and

(c) the number of workers who will be affected due to their closure?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

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

Central Production Centre of Doordarshan

1596. SHRI SHANTARAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Central Production Centre of Doordarshan has commenced functioning;

(b) if so, the types of programmes produced so far;

(c) the total expenditure incurred so far;

(d) whether the production facility would be made available to the private producers of television serials; and

(e) the charges proposed to be levied for different uses by the producers?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) Yes, Sir. The Central Production Centre was formally inaugurated on 6.2.1989.

(b) The Centre has been set up with highly sophisticated equipment with a view to utilise it for production of programmes in various formats. So far this Centre has produced programmes in formats like TV Documentaries, Variety Shows, Tele-films, Ballets, Music and Dance Programmes etc.

(c) The Centre has been set up at an estimated cost of Rs. 49.36 crores.

(d) and (e). No, Sir. The Central Production Centre has been set up for in-house productions of Doordarshan with un-interrupted attention for the production of high quality programmes, free from day to day

requirements of transmission.

T.V. News Bulletin for Handicapped

1597. SHRI SHANTARAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any survey has been conducted by Doordarshan or any other agency to find out the number of handicapped persons watching the Sunday afternoon news-bulletin for handicapped; and

(b) if so, the result of the survey?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) No, Sir.

(b) Does not arise.

Committee to Scrutinise Foreign Films before Telecast

1598. SHRI SHANTARAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number and the names of foreign films proposed to be telecast by Doordarshan in the next six months;

(b) whether there is a committee to scrutinise films before importing;

(c) if so, the constitution of the Committee;

(d) whether the films are also required to be submitted for the scrutiny of Doordarshan; and

(e) if so, the details thereof?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) Thirteen foreign

films are proposed to be telecast in the next six months. However, decision in respect of only 6 films has been taken so far, which are as under:-

<i>Title of Film</i>	<i>Language</i>
1. Confidence	Hungarian
2. Camouflage	Polish
3. I love you Rose	English
4. My American Uncle	French
5. Inspector General	English
6. The Strike	English

(b) and (c). Yes, Sir. The Government has constituted a Committee under the Chairmanship of Director General, Doordarshan consisting of 4 non-official and 3 official Members.

(d) and (e). All films selected by the Selection Committee are previewed by Doordarshan before telecast.

TV Serial based on Religious Themes

1599. SHRI SHANTARAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number and the names of TV serial on religious themes pending approval with Doordarshan;

(b) the number and names of such serials if any approved; and

(c) their schedule of telecast?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) As a policy,

Doordarshan does not accept proposals for sponsored programmes which have bearing only on religious themes.

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

Super Thermal Power Project at Talcher, Orissa

1601. SHRI K. PRADHANI: Will the Minister of ENERGY be pleased to state:

(a) whether the Super Thermal Power project at Talcher in Orissa is expected to be taken up by the National Thermal Power Corporation this year; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The proposal for the establishment of a Super Thermal Power Project (2 x 500 MW) at Talcher in Orissa by the National Thermal Power Corporation (NTPC) was approved by the Government in November, 1988. Land acquisition has been taken up and infrastructural development works are also in progress. The contract for the turbine generator package for the project has been awarded by the NTPC.

Production of Hydro-Carbon

1602. SHRI SRIKANTHA DÁTTA NARASIMHARAJA WADIYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total production of hydrocarbon in the country during the Sixth Plan;

(b) the target set and the achievement made in the production of hydrocarbon in the Seventh Plan period so far;

(c) whether any specific plan has been drawn for Eighth Plan; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) Production of hydrocarbon during the 6th Plan period was as under:-

	<i>Million Tonnes</i>
Crude oil	102.8
Gas Cubic Mts.	24.35 Billior.

(b) The target of production of hydrocarbon during the 7th Plan period and actual achievement from 1.4.1985 to 31.12.1988 is as follows:-

	<i>Target</i>	<i>Achievement</i>
Crude Oil (Million Tonnes)	159.14	114.86
Gas (Billion Cubic Meter)	59.68	39.10

(c) and (d). The specific programme for the 8th Plan period will be known only after the 8th Plan is finalised.

Production of LPG during Seventh and Eighth Plans

1603. SHRI SRIKANTHA DATTA NARASIMHA RAJA WADIYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Commission has drawn up any programme to increase the production of LPG;

(b) if so, the total production of LPG

expected by the end of the Seventh Plan; and

(c) the plan drawn up for the production of LPG in Eighth Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (c). The total production of LPG by ONGC is expected to be 2530 thousand tonnes during the VII Plan Period. The increase during the VIII Plan period would depend upon the availability of gas for this purpose and the viability of new schemes to extract LPG; according to preliminary estimates this is expected to be around four million tonnes.

Safety Measures in Oil Installations by ONGC

1604. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether adequate safety measures have been taken in all on-shore and off-shore installations of the Oil and Natural Gas Commission (ONGC);

(b) if so, the steps taken by the ONGC in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). ONGC has taken various measures to ensure safety on its onshore and offshore installations. These include the provision of fire-fighting systems and proper security for onshore installations. Offshore installations have the following safety measures:—

(i) fire protection and fire fighting systems;

(ii) gas detection systems;

- (iii) survival systems such as life boats, life rafts, escape ladders, etc. In addition, ONGC staff is given safety training, and safety audits and checks of installations are undertaken.

(c) Does not arise.

Gas Based Power Stations for Konkan Region, Maharashtra

1605. PROF. MADHU DANDAVATE: Will the Minister of ENERGY be pleased to state:

(a) whether Maharashtra Government has made proposals for gas based power stations in the backward Konkan region after large quantities of gas have been struck in the Bombay High, South Barsien and Ratnagiri structures; and

(b) if so, the steps taken to approve the power projects particularly in the light of delay in the setting up of gas-based fertilizer units?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The following proposals in regard to gas-based power projects in the Konkan region have been received in the Central Electricity Authority (CEA) from the Maharashtra State Electricity Board (MSEB):-

- (i) Gas-based Thermal Power Station at Debhol in Ratnagiri District (2 x 500 MW).
- (ii) Gas-based thermal power station at Thakurli in Kalyan Town (2 x 210 MW).

- (iii) Gas-based Power Station at Uran in Raigad District (8 x 108 MW).

Some inputs such as fuel linkage, environmental clearance, etc. required for techno-economic appraisal of the schemes are yet to be tied up. According to the CEA the schemes at Sl. Nos. (i) & (ii) above are with conventional gas fired boilers and hence would mean uneconomical and less efficient use of gas. The views of CEA have been communicated to MSEB and these schemes are not being pursued. As regards the scheme at Sl. No. (iii), MSEB have been requested by the CEA to submit a proper Feasibility Report.

MSEB had also proposed installation of 3 x 120 MW Waste Heat Recovery Units at the existing Uran Gas Turbine Station. Investment approval for 2 x 120 MW unit has been accorded. The third unit could be considered for investment approval after the gas linkage has been established.

Production of Erythromycin

1606. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) the names of the producers of Erythromycin alongwith their installed capacity and production during the last three years; and

(b) whether these companies have also been producing TIOC, if so, their licenced capacity and production during the last three years?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Details asked for to the extent available are given below:-

<i>Name of the Company</i>	<i>Licensed Capacity (M.T.)</i>	<i>Production (In Tonnes)</i>		
		<i>1985-86</i>	<i>1986-87</i>	<i>1987-88</i>
1. IDPL	36.00	—	0.20	2.20
2. Themis Pharmaceuticals	40.00	23.21	20.19	—
3. Alembic Chemicals	50.00	27.76	21.05	39.30
4. Standard Pharmaceuticals	50.00	0.51	—	—

(b) TIOC is an intermediate formed in the manufacture of Erythromycin. Separate capacity has not been licensed for this item.

Shortage of Chloroquine and Primaquine

1607. DR. G. VIJAYA RAMA RAO: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Chloroquine and Primaquine are in short supply; and

(b) if so, the reasons therefor and the measures proposed to be taken?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Some Reports about insufficient availability of the bulk drug Chloroquine Phosphate (and not of Primaquin) had been received. The matter was taken up with the producers of the bulk drug and they were advised to increase output so that there is no shortage. The sale price of the bulk drug has also been increased recently. The Ceiling prices of the concerned formulations are also under revision.

Production and Demand of Coal

1608. SHRI PRAKASH CHANDRA:
SHRI DHARAM PAL SINGH
MALIK:

Will the Minister of ENERGY be pleased to state:

(a) the estimated demand and consumption of coal in the country at present, State-wise;

(b) the estimated production of coal at present in the country;

(c) whether new coal mines have been located in the country during the last one year and if so, the details;

(d) the time by which the production of coal in all the new mines is likely to commence; and

(e) the funds allocated for this purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) The estimates of coal demand are derived from the individual demand of various consuming sectors of the economy. State-wise demand is not estimated. The Planning Commission estimated a total demand of 192 million tonnes for all consuming sectors for 1987-88. Actual supply of coal in various states in 1987-88 is given in the Statement below.

(b) During the current year, 1988-89, coal production in the country is expected to be around 194 million tonnes.

(c) and (d). During the last one year i.e. between 1.1.88 and 1.1.89, new coal re-

serves of about 5,800 million tonnes have been identified. Fifty eight coal mining projects were sanctioned during 1987-88. These projects have a total production capacity of 28 million tonnes and estimated cost of Rs. 1540 crores. Coal production in these projects will commence during the Eighth Plan period.

(e) During 1987-88, total plan outlay for Coal India Ltd. was Rs. 1,026 crores. It was Rs. 125 crores for Singareni Collieries Company Ltd.

STATEMENT

Statewise Supply of Coal during 1987-88

<i>(million tonnes)</i>	
<i>States</i>	<i>Supply/Receipt 1987-88</i>
<i>1</i>	<i>2</i>
Andhra Pradesh	12.46
Assam	0.77
West Bengal	14.11
Bihar	22.94
Gujarat	12.05
Jammu & Kashmir	0.23
Maharashtra	17.17
Madhya Pradesh	20.54
Tamil Nadu	7.45
Karnataka	3.35
Orissa	6.25

<i>1</i>	<i>2</i>
Punjab	4.58
Haryana	2.98
Uttar Pradesh	21.41
Rajasthan	2.82
Delhi	4.59
Himachal Pradesh	0.09
Kerala and others	0.67
Total	154.46

Foreign Collaborations and Investments

1609. DR. DATTA SAMANT: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been sharp increase in the number of foreign collaborations during 1988;

(b) if so, the number of foreign collaborations approved in 1986, 1987 and 1988; and

(c) the foreign investment in the country during 1986, 1987 and 1988?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). Government has approved 957, 853 and 926 proposals for foreign collaboration during 1986, 1987 and 1988 respectively. Foreign Investments amounting to Rs. 10,695.1565 lakhs, Rs. 10,770.575 lakhs and Rs. 23,975.75 lakhs were approved by Government during the years 1986, 1987 and 1988 respectively.

**Setting up of Fertilizer Plants on HBJ
Gas Pipeline**

1610. PROF. MADHU DANDAVATE:
SHRI BANWARI LAL PURO-
HIT:
PROF. RAMKRISHNA MORE:

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

(a) whether any of the promoters of
fertilizer projects planned on Hazira-
Bijaipur-Jagdishpur pipeline has backed
out;

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

(c) whether the available gas can be
diverted for fertilizer and other gas-based
projects in backward Mrathwada-Vidarbha
regions of Maharashtra through a suitable
branch pipeline; and

(d) if so, the steps taken to meet the
repeated requests of the Maharashtra Gov-
ernment in this regard?

THE MINISTER OF STATE OF THE
MINISTRY OF PETROLEUM AND NATU-
RAL GAS (SHRI BRAHMA DUTT): (a) and
(b). The LOI issued to M/s. Apeejay Fertilis-
ers Ltd. for the Shahjahanpur Fertiliser Proj-
ect on 21.8.85 and which was renewed from
time to time, was not validated beyond
20.2.88.

(c) and (d). The request of Govt. of
Maharashtra for construction of a branch
pipeline from HBJ to the Maharashtra-
Vidarbha region had been examined and the
Government of Maharashtra has been in-
formed that this is not feasible at present.

Private Sector Drug Companies

1611. SHRI SRIKANTHA DATTA
NARASIMHARAJA WADIYAR: Will the
Minister of INDUSTRY be pleased to state:

(a) the number of private sector drug
companies marketing drugs at present;

(b) the names of the States which have
stopped buying drugs from these compa-
nies;

(c) whether Government have advised
the health departments of State Govern-
ments for not buying drugs from private
sector drugs companies; and

(d) if so, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI
J. VENGAL RAO): (a) There are more than
250 drug companies in the organised sector
and over 5000 units in the small scale sector
manufacturing drugs.

(b) These details are not monitored by
this Department.

(c) No, Sir.

(d) Does not arise.

**Working Group on Energy Conserva-
tion in Eighth Plan Period**

1612. SHRI S.B. SIDNAL:
SHRI SHANTILAL PATEL:

Will the Minister of ENERGY be
pleased to state:

(a) whether Government have set up a
working group to formulate the fiscal meas-
ures needed for promoting energy conserva-
tion and power generation in the Eighth
Plan period;

(b) if so, when the working group will
submit its report; and

(c) the names of the members of the
working group?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) The Government have set up a Working Group on Energy Conservation in the context of the preparation of the Eighth Five Year Plan. One of the terms of reference of the working group is to suggest fiscal measures required for promotion of energy conservation.

(b) The working group is expected to finalise and submit its report shortly.

(c) There are 19 members of the working group.

Study on Thermal Power Development

1613. SHRI S.B. SIDNAL:
SHRI SHANTILAL PATEL:

Will the Minister of ENERGY be pleased to state:

(a) whether the National Council on Power Utilities (NCPU) has recommended the reversal of the present trend of according priority to thermal power development at the cost of hydel power development;

(b) if so, whether the NCPU has made thorough study of the power situation in the country;

(c) if so, the main points of study made by the NCPU;

(d) whether Government have accepted the recommendations made by the NCPU in their study report; and

(e) if so, the action taken/proposed thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) to (c). According to the National Council of Power Utilities (NCPU) a detailed exercise was conducted by it to assess the probably regional power supply position by the end of the Eighth Plan. The exercise revealed that there would be a shortage of about 6 to 7 per cent of peaking power but there would be a surplus of the order of about 20 per cent in the availability of energy in some of the regions. One of the suggestions made by the N.C.P.U. relates to giving higher priority to the development of hydel power.

(d) and (e). According to an assessment made by the Central Electricity Authority, taking into account the tentative capacity addition during the Eighth Plan, there would be a deficit of about two per cent in energy and 17 per cent in peaking power by the end of the Eighth Plan. Therefore, the need for additional thermal stations cannot be denied. However, every effort is being made to augment hydel power generation.

Profit of Public Sector Units

1614. SHRI S.B. SIDNAL:
SHRI S.M. GURADDI:

Will the Minister of INDUSTRY be pleased to state:

(a) the total net profit of public sector units during 1986-87;

(b) the total sick units in the country and out of them how many have been taken over by Government; and

(c) the position of sick units in the country?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The total net-profit of Central Public Sector Enterprises during 1986-87 was Rs. 1771.39 crores.

(b) and (c). The total number of sick units in the Country as at the end of June, 1987 is 159283. 45 of the existing Central Public Sector Enterprises are taken over as Sick Enterprises.

Feasibility Study on Restructuring Coal India Limited

1615. SHRI S.B. SIDNAL:
SHRI S.M. GURADDI:

Will the Minister of ENERGY be pleased to state:

(a) whether a committee has been appointed by Union Government to study the feasibility of restructuring Coal India Limited;

(b) if so, the details thereof and the terms of reference of the committee;

(c) whether any reports has been submitted by this committee; and

(d) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) No, Sir.

(b) to (d). Do not arise.

Introduction of S.T.D. Links with State Capitals in Hill States

1616. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any special priority has been given to the hill States/regions covered under special category for the introduction of STD, linking the district headquarters with State capitals and National capital as also

the introduction of group dialling during the Seventh Plan;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). Special consideration is given to remote and hilly areas for provision of basic telecom. facilities like long distance public telephones. However, this does not cover provision of STD or group dialling which is done on the basis of national objectives.

(c) As per the objectives of the Seventh Plan all the district headquarters are to be provided with STD facility by March 1990.

Setting up of A.I.R. Station at Hamirpur

1617. PROF. NARAIN CHAND PARASHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Union Government have acquired land for setting a radio station at Hamirpur in Himachal Pradesh;

(b) if so, the price of land asked for by the Himachal Pradesh Government;

(c) the estimated cost of the project; and

(d) when the construction work would start and the likely date of completion and commissioning of the station?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) Yes, Sir.

(b) The reduced price now offered is Rs. 9.50 lakhs, as against in earlier demand

for Rs. 43,32,100/-.

(c) Rs. 178.60 lakhs.

(d) The construction work of building would be taken up shortly. The proposed radio station at Hamirpur is expected to be ready for commissioning during 1990-91.

Telecommunication Commission

1618. PROF. NARAIN CHAND PAR-
ASHAR:
SHRI ANADI CHARAN DAS:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the composition of the Telecommunication Commission; and

(b) the brief outline of its functions and the distribution of work between the Commission and the Department of Telecommunications?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS: (SHRI GIRIDHAR GOMANGO): (a) The composition of the Telecommunication Commission will be as follows:

The Telecommunication Commission will consist of a Chairman and Four-Full Time Members as ex-officio Secretary to the Government of India, namely, Member (Services), Member (Production), Member (Technology) and Member (Finance) and Four Part-Time Members, namely, Secretary (Industry), Secretary, (Department of Electronics), Secretary (Finance in the Department of Economic Affairs) and Secretary (Planning). The Chairman will also be of the rank of Secretary to the Government.

(b) A brief outline of its functions are:

The Telecommunication Commission

shall be responsible to the Minister of Communications for:

(i) formulation of the perspective policies on matters relating to telecommunications in India with overall responsibility of modernising India's telecommunication technology, production and services.

— regulation, control and coordination of all administrative, technical, financial matters relating to telecommunications including Development, operation and management of national and international telecommunication networks and services:

Technology
Production

— Carry out the directions and guidelines of the Minister of Communications.

(ii) The Telecommunication Commission shall prepare the perspective, Five Year and Annual Plans for approval of the Planning Commission. The Commission shall also prepare the Annual Budget for approval of the Parliament.

(iii) The Telecom. Commission shall have full administrative and financial powers as available in the case of Atomic Energy Commission.

The Department of Telecommunications was functioning with a Telecom. Board to decide policy guidelines and to discharge the functions related to the Department of Telecommunications. With the formation of the Telecom. Commission with higher financial and administrative powers, the Telecom. Board will be abolished and the Department of Telecommunications func-

tion under the Telecom. Commission.

Opening of Post Offices

1619. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Posts has launched any concerted drive to open new Post Offices as per targets fixed for the current financial year;

(b) if so, the number of new post offices opened in the country, State-wise, in the months of October, November and December, 1988 and January and February, 1989; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). Targets have been laid down for each State and Union Territory and Heads of Circles have also submitted proposals accordingly. Sanctions have also been issued in respect of proposals cleared by Ministry of Finance so far. The number of new post offices sanctioned during the year up to 28.2.1989 is indicated in the Statement-I below.

Opening of a sanctioned post office, however, takes sometime as the requisite formalities have to be completed. The number of new post offices opened in the 3rd and 4th Quarters of the year is furnished in the Statement-II below.

(c) Does not arise.

Statement-I

Annual Plan 1988-89

No. of new post offices sanctioned from 1.4.88 to 28.2.89

<i>Sl. No.</i>	<i>State/ Union Territory</i>	<i>EDBO*</i>	<i>DSOs**</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
1.	Andhra Pradesh -	—	1
2.	Assam	22	—
3.	Bihar	—	1
4.	Haryana	27	5
5.	Himachal Pradesh	8	1
6.	Karnataka	63	5
7.	Maharashtra	30	2
8.	Orissa	—	1
9.	Punjab	3	1

(1)	(2)	(3)	(4)
10.	Rajasthan	98	—
11.	Tamil Nadu	6	5
12.	Uttar Pradesh	1	3
<i>Union Territory</i>			
1.	Andaman & Nicobar Islands	12	1
2.	Delhi	—	6
Total		270	32

Note: No new post offices have been sanctioned upto 28.2.89 in other States/Union Territories.

*Rural branch offices. ** Departmental sub post offices.

STATEMENT-II

Annual Plan 1988-89

No. of new post offices opened

Sl. No.	State/Union Territory	Quarter ending 31.12.88	Jan. Feb. 1989	Total
(1)	(2)	(3)	(4)	(5)
<i>States</i>				
1.	Andhra Pradesh	1	—	1
2.	Assam	—	3	3
3.	Haryana	4	2	6
4.	Himachal Pradesh	1	1	2
5.	Karnataka	—	68	68
6.	Maharashtra	1	23	24
7.	Punjab	2	—	2

(1)	(2)	(3)	(4)	(5)
8.	Tamil Nadu	2	1	3
9.	Uttar Pradesh	—	1	1
	<i>Union Territory</i>			
1.	Delhi	—	2	2
	Total	11	101	112

(No new post offices have been opened in other States/Union Territories upto 28.2.1989.)

Production by Public Sector Cement Units

1620. SHRI BANWARI LAL PUROHIT:
Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have urged the public sector cement units to improve their capacity utilisation;

(b) if so, the details of production made by each of the public sector cement units during the past three years;

(c) the steps suggested by Government to improve capacity; and

(d) the target of cement production likely to be achieved during the next year?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) The required information is given in

the Statement below.

(c) The units have been advised to take the following steps to improve capacity utilisation:—

- (i) Adoption of proper system for preventive maintenance to reduce downtime of the equipments;
- (ii) Upgradation of technology;
- (iii) Installation of energy saving devices; and
- (iv) Setting up of captive power plants to meet part of the power requirements.

(d) The target of cement production by all plants, whether in the public or private sector, for 1988-89 is 43.5 million tonnes which is likely to be realised.

STATEMENT

S. No.	Name of the unit	State	<i>(In lac tonne)</i>		
			Cement Production		
1	2	3	1986	1987	1988
<i>Central Public Sector:</i>					
1.	M/s. Cement Corporation of India Ltd. — Adilabad	Andhra Pradesh	2.48	2.40	2.14
2.	—do— — Akaltara	Madhya Pradesh	2.66	2.53	2.47
3.	—do— — Bokajan	Assam	1.67	1.63	1.52
4.	—do— — Charkhidhari	Haryana	1.42	1.53	1.42
5.	—do— — Kurkunta	Karnataka	1.65	1.85	1.88
6.	—do— — Mandhar	Madhya Pradesh	3.36	3.16	3.56
7.	—do— — Neemuch	Madhya Pradesh	2.51	2.85	2.73
8.	—do— — Rajban	Himachal Pradesh	1.40	1.89	1.79
9.	—do— — Tandur	Andhra Pradesh	0.12	2.41	4.32
10.	—do— — Yerraguntla	Andhra Pradesh	2.18	2.12	1.95
		Total:	19.45	22.37	23.78
<i>State Public Sector:</i>					
11.	Tamil Nadu Cement Corporation — Alangulam	Tamil Nadu	3.15	2.82	3.05
12.	—do— — Ariyalur	Tamil Nadu	3.35	4.00	3.72
13.	M/s. Hira Cement — Bargarh	Orissa	4.33	3.78	4.53

1	2	3	4	5	6
14.	M/s. VISL --- Bhadrawati	Karnataka	0.29	2.01	Factory closed.
15.	Uttar Pradesh State Cement Corporation — Chunar	Uttar Pradesh	9.06	10.41	10.37
16.	—do— — Churk	Uttar Pradesh	0.52	0.70	1.06
17.	—do— — Dalla	Uttar Pradesh	0.49	0.06	0.87
18.	M/s. J & K — Khrew	J & K	1.22	1.24	1.72
19.	M/s. Mawm-luacherra — M. Cherra	Meghalaya	0.97	0.97	0.92
20.	M/s. Malbar Cement — Palghat	Kerala	2.53	3.67	3.80
Total:			25.94	27.66	30.04
Grant Total:			45.39	50.03	53.82

Development in Telecom. Services In Andhra Pradesh

1987-88 so far?

1621. SHRIMATI N.P.JHANSI LAKSHMI: Will the Minister of COMMUNICATIONS be pleased to state the programmes pertaining to development in Telecom. Services undertaken in Andhra Pradesh during

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): The Development made in Telecom. Services in Andhra Pradesh during 1987-88 and 1988-89 so far is given in the statement below:—

STATEMENT

Development in Andhra Pradesh

Sl.No.	Item	During 1987-88	During 1988-89 (Upto Dec. 88).
1	2	3	4
1.	New Exchanges Opened	77	10
2.	Switching Capacity Added (Net)	24050 Lines	13830 Lines

1	2	3	4
3.	New Connections Given	20531	13706
4.	Long Distance Public Telephones	41	9
5.	New Telex Exchanges Opened	2	2
6.	Telex Capacity Added	190 Lines	20 Lines
7.	Telex Connection Given	299	89

Telephone Service at Madanapalle in Chittoor (Andhra Pradesh)

1622. SHRIMATI N.P. JHANSI LAKSHMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware of the poor telephone service at Madanapalle in Chittoor (Andhra Pradesh); and

(b) if so, the schemes under consideration for improving the telephone service in Madanapalle?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir, the services are quite satisfactory.

(b) For further improvement the exchange is proposed to be automatised during 1990.

Thermal Power Units in Andhra Pradesh

1623. SHRIMATI N.P. JHANSI LAKSHMI: Will the Minister of ENERGY be pleased to state:

(a) the number of thermal power units operating under the National Thermal Power Corporation in Andhra Pradesh; and

(b) the installed capacity of these units and their past performance unit-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). Three units of 200 MW each and one unit of 500 MW are presently under operation at the Ramagundam Super Thermal Power Station of the National Thermal Power Corporation in Andhra Pradesh. The installed capacity of these units and their performance during the last three years are as follows:—

Unit No.	Capacity	Plant Load Factor (PLF) (in %)		
		1986-87	1987-88	1988-89 (April, 88 to Jan., 1989)
1	2	3	4	5
I	200 MW	86.35	87.25	35.86*
II	200 MW	72.76	68.50	80.68

1	2	3	4	5
III	200 MW	86.64	75.94	91.53
IV	500 MW	—	—	59.8

* The unit was under shut down for 147 days due to capital overhaul and problems in the generator rotor.

[*Translation*]

Headworks of Bhakra, Gang and Indira Gandhi Canals

1624. SHRI MANPHOOL SINGH CHOUDHRY: Will the Minister of ENERGY be pleased to state:

(a) whether Union Government on 31 December, 1981 had directed that the headworks of Bhakra, Gang and Indira Gandhi Canals should be put under the control of Bhakra Beas Management Board;

(b) if so, whether the direction has been complied with;

(c) the names of the States whose representatives are there on the Bhakra Beas Management Control Board; and

(d) the names of headworks of these canals and whether Rajasthan Government is allowed to make gauge readings on these headworks?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) to (d). The water into Gang Canal (Bikaner Canal) is diverted from Harike Headworks as well as from Ferozepur Headworks. The water into Bhakra Canal is diverted from Nangal Dam Headworks. The water into Indira Gandhi Canal (Rajasthan Canal) is diverted from Harike Headworks. A

directive was issued by the Central Government in January, 1978 directing Government of Punjab to handover the control of the Headworks at Rupar, Harike and Ferozepur to Bhakra Beas Management Board. Subsequently, an agreement was signed by the Chief Ministers of Punjab, Haryana and Rajasthan in the presence of the Prime Minister on 31.12.1981 in which there was a provision regarding measures to ensure equitable distribution of water to all the concerned States. Accordingly, Bhakra Beas Management Board has been taking regularly a review of the water releases to the various States. All the concerned States including Rajasthan are represented on the Bhakra Beas Management Board and any complaint about short supplies is taken up by Rajasthan Representatives and sorted out in the Board itself. Government of Rajasthan has set up a Water Controller Cell at Chandigarh/Ferozepur to watch the releases from Nangal and Harike Headworks.

[*English*]

Soviet Aid for Power Sector

1625. SHRI SOMNATH RATH: Will the Minister of ENERGY be pleased to state:

(a) whether the Soviet Union has offered to provide more aid for power sector in India; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). An Inter-Governmental Protocol was signed between India and the USSR on 20.11.88 according to which the Soviet Union agreed to provide assistance for the implementation of power projects upto a capacity of 6000 MW by 2000 AD. Projects of a total capacity of 3270 MW to be commissioned by the end of the Eighth Plan Period were identified in the Protocol.

District Industries Centres

1626. SHRI SOMNATH RATH: Will the Minister of INDUSTRY be pleased to state:

(a) the number of District Industries Centres set up so far in different States; State-wise;

(b) whether the objectives of District Industries Centres have been fulfilled; and

(c) if not, what steps have been taken to re-vitalise the District Industries Centres?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) The number of District Industries Centres set up in various States/ Union Territories are given in the statement below:-

(b) The objectives of the District Industries Centres have been substantially achieved.

(c) The District Industries Centres Programme was revamped in 1981 and there is no proposal to make any further modifications for the present.

STATEMENT

Number of District Industries Centres set up in various States/UTs.

<i>Sl.No.</i>	<i>Name of the State/UTs.</i>	<i>No. of DICs</i>
1	2	3
1.	Andhra Pradesh	22
2.	Arunachal Pradesh	5
3.	Assam	17
4.	Bihar	39
5.	Goa	1
6.	Gujarat	18
7.	Haryana	12
8.	Himachal Pradesh	12
9.	Jammu & Kashmir	14

1	2	3
10.	Karnataka	19
11.	Kerala	14
12.	Madhya Pradesh	45
13.	Maharashtra	29
14.	Manipur	8
15.	Meghalaya	5
16.	Mizoram	3
17.	Nagaland	7
18.	Orissa	13
19.	Punjab	12
20.	Rajasthan	27
21.	Sikkim	2
22.	Tamil Nadu	19
23.	Tripura	3
24.	Uttar Pradesh	56
25.	West Bengal	16
26.	Andaman & Nicobar Islands	1
27.	Chandigarh	1
28.	Dadra & Nagar Haveli	1
29.	Pondicherry	1
Total :		422

Expansion of Cochin Refineries

1627. PROF. K.V. THOMAS : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to refer to the reply given on 29 November, 1988 to Unstarred Question No. 2505 regarding expansion of Cochin Refineries and state the details of the proposals for expanding the capacity of the refinery and other expansion programmes?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): Alternative proposals for expansion of existing refining capacity from 4.5 MMT to 6.00 MMT formulated by CRL are:—

- (i) Debottlenecking of crude distillation unit and secondary Processing Facilities and
- (ii) Debottlenecking of crude distillation unit, conversion of existing fluid catalytic cracking unit into RESID Cracker and installation of a new hydrocracker.

CRL has also undertaken feasibility study for manufacture of petrochemical intermediates such as Benzene, O-xylene, P-xylene, Polybutene and N-Paraffin.

Suzuki Motor Company

1628. SHRI RADHAKANTA DIGAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Suzuki Motor Company of Japan has offered its small car plant to India as it has decided to shift to the production of bigger cars;

(b) if so, whether Government propose to accept the offer of Suzuki;

(c) the terms and conditions laid down

by Suzuki; and

(d) the steps taken by Government in the matter?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

(b) to (d). Do not arise.

Telecast of Car Festival in Orissa

1629. SHRI RADHAKANTA DIGAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there has been a demand for various organisations and Orissa Government for direct telecast of car festival;

(b) whether the demand has been accepted by his Ministry; and

(c) if not, the reasons thereof and the technical difficulties that came in the way in not meeting the demand?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L.BHAGAT): (a) Yes, Sir.

(b) and (c). As per the existing policy, live TV coverages are limited to events of nation-wide topicality such as Republic Day Parade, Independence Day, International Conference, important sports events etc. For other important Socio-Cultural events, TV reports are prepared for subsequent telecast on Doordarshan. The Car Festival is also similarly telecast in proper manner.

High Level Committee to Review Performance of Public Sector Undertakings

1630. SHRI HARIHAR SOREN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government had set up a high level committee to review the performance of public sector undertakings;

(b) if so, the period covered under the review; and

(c) the details of the performance of different public sector undertakings as noted by the review committee?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

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

Issue of Industrial Licences

1631. SHRI CHINTAMANI JENA : Will the Minister of INDUSTRY be pleased to state:

(a) the number of industrial licences issued during the period April-December, 1988, State-wise;

(b) the details of licences issued for establishing industries in rural and backward areas;

(c) whether certain industries for which industrial licences were issued five years back have not been established so far;

(d) if so, the details thereof; and

(e) the action proposed to be taken in such cases?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) A statement is given below:

(b) 122 industrial licences were issued during April-December, 1988 for establishment of industries in Centrally declared backward areas. Separate statistics in respect of industrial licences granted for rural areas are not maintained.

(c) to (e). An industrial licence is granted with an initial validity period of two years within which the entrepreneur is expected to commence commercial production. However, further extension beyond the initial validity period of two years can also be granted by the concerned Administrative Ministry on genuine grounds. It generally takes about four to five years for an industrial Unit to fructify. Gestation period, however, varies from project to project.

If an industrial licence holder fails to implement the industrial licence within the validity period, the same is cancelled/revoked.

STATEMENT

State-wise Break-up of Industrial Licences Issued During April-December, 1988.

<i>State/Union Territory</i>	<i>Number of Industrial Licences issued</i>
1	2
1. Andaman & Nicobar Islands	—
2. Andhra Pradesh	24
3. Arunachal Pradesh	—
4. Assam	—

1	2	3
5. Bihar		3
6. Chandigarh		—
7. Dadra & Nagar Haveli		1
8. Daman & Diu		—
9. Delhi		4
10. Goa		4
11. Gujarat		23
12. Haryana		14
13. Himachal Pradesh		2
14. Jammu & Kashmir		1
15. Karnataka		26
16. Kerala		5
17. Lakshdweep		—
18. Madhya Pradesh		12
19. Maharashtra		61
20. Manipur		1
21. Meghalaya		—
22. Mizoram		—
23. Nagaland		—
24. Orissa		2
25. Pondicherry		4
26. Punjab		12
27. Rajasthan		5

1	2	3
28. Sikkim		—
29. Tamil Nadu		29
30. Tripura		—
31. Uttar Pradesh		20
32. West Bengal		20
33. State not indicated/ More than one State		3
Total		276

Requirement of LPG Cylinders

1632. SHRI CHINTAMANI JENA:
SHRI MOHANBHAI PATEL:

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

(a) the annual requirement of LPG cylinders by each oil company;

(b) the number of LPG cylinders declared unserviceable by each oil company annually;

(c) how these unserviceable cylinders are being disposed of;

(in Lakhs)

(d) whether the cylinders which are disposed of, are finding way back to the market resulting in many accidents;

(e) if so, the steps being taken/proposed in this regard; and

(f) the number of accidents which took place during 1988 in the country and the number of persons died?

THE MINISTER OF STATE OF THE
MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). The information for the year 1988-89 is given below:-

<i>Oil Company</i>	<i>Requirement of cylinders</i>	<i>No. of cylinders declared unserviceable</i>
IOC (including AOD)	17.50	3.00
HPCL	8.76	0.88
BPCL	5.74	0.55
Total	32.00	4.43

(c) to (e). All cylinders are visually inspected at the bottling plants before each filling. The cylinders in use by the oil industry are subjected to statutory testing every five years. All defective/spurious cylinders detected at the manufactures' end or at bottling plants are deshaped into flat sheets before being sold as scrap through public tenders to ensure that these are not reintroduced in the market;

(f) During 1988, 301 LPG accidents took place in the country resulting in 93 deaths.

Fire at Pong Dam Hydel Project

1633. SHRI V. TULSIRAM:
SHRI BALASAHEB VIKHE
PATIL:
SHRI MOHD. MAHFOOZ ALI
KHAN:

Will the Minister of ENERGY be pleased to state:

(a) whether a major fire broke out at the Pong Dam hydel project during January, 1989;

(b) if so, the extent of loss suffered by the power house;

(c) whether an enquiry committee has been set up to find out the causes of fire;

(d) whether there was any violation of safety rules;

(e) if so, the reasons therefor, and the action taken or proposed for these lapses; and

(f) the steps being contemplated in respect of other power houses in the country to avoid such fires?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI) : (a) Yes, Sir.

(b) The loss is estimated to be of the order of about Rs 3 crores.

(c) Yes, Sir.

(d) and (e). The violations, if any will be known after the report of the Enquiry Committee is available.

(f) The Indian Electricity Rules, 1956 provide for normal safety precautions including safeguards against fire.

Environmental Clearance for the Rae Bareilly Switching Factory

1634. SHRI V. TULSIRAM:
SHRI BALASAHEB VIKHE
PATIL:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the environmental clearance for the Rae Bareilly switching unit of the Indian Telephone Industries has not yet been accorded;

(b) if so, the reasons therefor ; and

(c) the time by which the clearance is expected to be accorded?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). Switching factory for Indian Telephone Industries, Rae Bareilly was started during 1973-74 and at that time environmental clearance was not prescribed by the Government. Such clearance is mandatory for new projects/plants set up after 1982.

(c) Does not arise.

Training Centre in French Coal Mining Technologies

1635. SHRI V. TULSIRAM : Will the Minister of ENERGY be pleased to state:

(a) whether an agreement has been reached between India and France for setting up a training centre in French coal mining technologies;

(b) if so, the details thereof;

(c) the location of the centre and when it is expected to start functioning; and

(d) the extent to which such a training will be helpful to coal mining industry in India?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) to (d). The French technologies like gallery blasting, sub-level caving, etc. have been recently introduced on trial basis and have been found to be successful and advantageous from the point of view of better coal recovery. In order to familiarise Indian mining personnel with these technologies, a proposal for setting up a training centre has been agreed in principle between India and France. A concrete proposal for the centre, its location, etc. is presently being worked out jointly by Charbonnages de France and Coal India Limited. The French Government authorities are also considering suitable financing for the proposed centre.

Capacity in Maharashtra and Andhra Pradesh in Eighth Plan

1636. SHRI V. TULSIRAM: Will the

Minister of ENERGY be pleased to state:

(a) the target for setting up additional gas based power capacity during the Eighth Plan;

(b) the details thereof, plant-wise;

(c) the proposed distribution of this additional power to various States, particularly Andhra Pradesh and Maharashtra;

(d) the extent to which the requirements of power of Andhra Pradesh and Maharashtra will be met; and

(e) the estimated expenditure to be incurred and whether the resources have been found out, if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (e). The setting up of a additional gas based power projects, as a short term option for meeting the power demands, will depend on the availability of gas for this purpose. The capacity addition programme for the 8th Five Year Plan has not been finalised.

The details of gas based power capacity, sanctioned and ongoing for yielding benefits in the 8th Five Year Plan are given in the Statement below, which includes schemes for meeting the power requirements in Andhra Pradesh and Maharashtra. The estimated cost of the schemes is also given in Annexure. The expenditure on these schemes would be funded from the State Plans/Central Plan/bilateral and multi-lateral assistance.

STATEMENT

Details of Gas Based Stations in Andhra Pradesh and Maharashtra in the Eighth Plan

(Sanctioned Schemes)

S. No.	Name of the Station	Proposed Installed Capacity (MW)	Benefits in the Eighth Plan (MW)	Total latest Estimated Cost (Rs. crores)	Quantity of Gas use (MCMD)
1	2	3	4	5	6
1.	Auriya CCGT	* 4 x 111.76 + 2 x 102.63	102.6	571.09	2.25
2.	Kawas CCGT	4x100 + 2x100	600.0	598.41	2.25 NGL/Naptha
3.	Kathalguri CCGT	6 x 30 + 3 x 30	270.0	203.17	1.00
4.	Ramgarh GT	1 x 3	3.0	3.94	0.04
5.	Uran WH	2 x 120	240.0	200.00	—
6.	Narsapur CCGT	2 x 33 + 1 x 33	33.0	93.50	0.55

1	2	3	4	5	6
7.	Lakwa GT	3 x 20	60.0	78.74	0.50
8.	Lakwa WH	1 x 22	22.0	20.52**	—
Total			1330.8		

* 4 x 111.76 units are scheduled for commissioning during 1989-90 and 2 x 102.63 units in 1990-91.

** Likely to be revised.

[*Translation*]

Functioning of Khadi and Village Industries Commission

1637. SHRIMATI VIDYAVATI CHATURVEDI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the attention of Government has been drawn to the news-item Captioned "KVIC functioning flayed" appeared in The Hindustan Times of 12 December, 1988; and

(b) if so, the steps proposed to be taken by Government in this regard?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) Government has asked the KVIC to study the report of the CAG, to discuss it in the Commission and to ensure that such lapses do not take place in the future.

Incentive scheme for sale centres of Khadi Gramodyog

1638. SHRIMATI VIDYAVATI CHATURVEDI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Khadi and Village Industries Commission is formulating a new incentive scheme for its sale centres; and

(b) if so, the details thereof and the date from which it is likely to be implemented?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). KVIC has formulated an incentive scheme for its departmental Khadi Gramodyog Bhawans. Employees' productivity is the basis for incentive payment under the scheme. Per Capita Equivalent Retail Sales would be used as the measure of Productivity. The

objective of the scheme is to provide incentive to salesmen to improve their performance by employing the principle of "Higher Reward for Higher Productivity". The norms for per capita sales has been fixed at Rs. 2 lakhs in the case of group "A" Bhawans at New Delhi, Calcutta and Ernakulam and Rs. 1 lakhs for group "B" Bhawans at Bhopal, Goa, Patna, Vishakhapatnam, Ahmedabad and Bhubaneswar. The maximum ceiling for payment is fixed at Rs. 4,000. The revised scheme is effective from the performance year: 1988-89.

[*English*]

Popularisation of Alternative Energy Sources

1639. SHRI MOHD. MAHFOOZ ALI KHAN: Will the Minister of ENERGY be pleased to state:

(a) the alternative energy options available and examined by Government so far to conserve energy; and

(b) the efforts made by Government so far to popularise the alternative energy sources both in the urban and rural areas stating the results achieved?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) and (b). The Government, through the Department of Non-Conventional Energy Sources, has been implementing major programmes for conserving as well as generating energy. The alternate energy option available and already examined include those involving Biomass, wind, solar, small hydro, biogas, Improved Chulha, Sewage municipal waste, distillery waste, geo-thermal energy etc. The Department has already succeeded in installing over 10.70 lakh family size biogas plants, 54.21 lakh improved chulhas, 338 CBP/IBPs, 2300 water pumping windmills, 30 wind battery chargers, 6.85 MW of Wind

electricity farms, 254 domestic hot water systems, 39 solar timber kilns, 1801 large size solar water heating systems, 33 solar crop driers, 7133 solar distillation systems, solar street lighting systems in 5000 villages, 954 solar water pumping systems, 1,000 solar domestic lighting systems, 576 solar community and TV systems, 631 solar battery charging units, 69 solar PV transmitters (VLPTs) 90, sterling engines, 256 gasifiers and 85 urjagrams.

In order to popularise these alternative energy options Government has also been providing information through the media and exhibitions and numerous incentives to manufacturers as well as users. The incentives so far introduced by the Government include 100% depreciation, concessions in certain cases under customs duty, central excise, sales tax and central sale tax, grant of subsidy in many cases, delicensing of industry in these areas in terms of Industrial (Development and Regulation) Act, treating certain non conventional energy sources technologies as priority sector for bank loans on soft terms etc. The Government has also established Indian Renewable Energy Development Agency Limited to provide loans on soft terms to manufacturers and users of non-conventional energy systems. Fiscal assistance on concessional terms is now possible for small electric power projects from Non-Conventional Sources through Indian Renewable Energy Development Agency Limited.

Implementation of New Drug Policy

1640. SHRI MOHD. MAHFOOZ ALI KHAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have assessed the extent of implementation of the

new drug policy 1986 regarding withdrawal of banned drugs from the market and to make available life saving drugs at reasonable rates:

(b) if so, the details thereof;

(c) whether any loopholes have been identified by Government in the implementation of the new drugs policy 1986; and

(d) if so, the measures contemplated by Government in this regard?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (d). The policy measures are being implemented. However, it is too early to make a final assessment of the full impact of the same.

Tandon Committee Report

1641. SHRI RAJ KUMAR RAI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Tandon Committee has submitted its report on recovery of over-charged amount by drug companies;

(b) if so, when; and

(c) the main recommendations made by the Committee?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). The Special Team (headed by Shri R.N. Tandon, Joint Director) has so far submitted reports in respect of 7 companies for the period upto 31.12.1983. The details of the amounts assessed by the Special Team for the period upto 31.12.1983 and the amounts paid by those companies are given in the Statement below. The reports in respect of other companies are awaited.

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Sl. No.	Name of the Company	Name of the bulk drugs/ formulations	Amount calculated for the period ending 31.12.1983 (Rs. in lakhs)	Amounts paid by companies (Rs. in lakhs)
1	2	3	4	5
1.	M/s. Cynamid India Ltd.	Tetracyclines and Formulations	389.06	50.00
2.	M/s. Hoechst India Ltd.	Baralgaon, Pyrolidine Methyl Tetracycline, Pheniramine, Glybenciamide, Frusemide and Formulations	458.10	300.00
3.	M/s. John Wyeth India Ltd.	Benzathine Penicillin and its formulations	133.46	25.00
4.	M/s. Geoffrey Manners Ltd.	-do-	28.37	
5.	M/s. Ethnor Ltd.	Tetramesol and its formulations	8.15	8.00
6.	M/s. Franco Indian Pharmaceuticals Ltd. and M/s. Griffon Ltd.	Procaine Penicillin V and its formulations	11.02	0.43
7.	M/s. Pfizer Ltd.	Oxytetracycline and its salts and formulations based thereon	48.21	10.00

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Drugs Required for National Health Programme

1642. SHRI RAJ KUMAR RAI:
DR. PRABHAT KUMAR
MISHRA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have decided to include all the drugs needed for National Health Programme in Category-I of the Drugs (Prices Control) Order, 1987; and

(b) if so, the number of drugs included in Category-I and whether any more drugs are to be included therein?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO) : (a) and (b). No further addition has been made to the list of Category-I drugs specified in the First Schedule of DPCO, 1987.

Closing Down of Asansol unit of Cycle Corporation of India

1643. SHRI BASUDEB ACHARIA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have taken a decision to close down on the Asansol unit of the Cycle Corporation of India Ltd; and

(b) if so, the reasons thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Does not arise.

(b) Does not arise.

Conversion of Low Power T.V. Transmitter at Ajmer

1644. SHRI VISHNU MODI: Will the Minister of INFORMATION AND BROAD-

CASTING be pleased to state:

(a) whether there is a demand from the people of Ajmer District in Rajasthan for replacement of the present low-power T.V. transmitter with High-power T.V. transmitter; and

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

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) There have been occasional demands for replacement of the existing low power transmitter at Ajmer by a high power transmitter.

(b) Within the available resources, it is not possible at present to have the transmitter at Ajmer replaced by a high power transmitter.

Illegal Power Feeders in Delhi

1645. SHRI VISHNU MODI: Will the Minister of ENERGY be pleased to state:

(a) whether it has come to the notice of Government that certain illegal power feeders are operating in Delhi;

(b) if so, the steps taken by Government to check such illegal and unlawful activities; and

(c) the number of persons prosecuted?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). During the raids conducted by the DESU staff to check various violations of the law relating to the use of electricity including cases of theft of power/pilferage on the system of DESU from time to time, cases of direct tapping of energy from the mains have been detected. To curb the menace of

power thefts including direct tapping of energy, raids are being conducted on a continuing basis and F.I.Rs are registered with the Police for launching prosecution proceedings.

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

Losses in Public Sector Industrial Units

1646. SHRI MOHANBHAI PATEL:
SHRI HARIHAR SOREN :

Will the Minister of INDUSTRY be pleased to state:

(a) whether a large number of the public sector industrial units are incurring losses;

(b) whether periodical review of the performance of the public sector industries is made;

(c) if so, the main reasons for the losses;

(d) the number of industrial units incurring losses and the extent of loss incurred during 1987-88 and 1988-89; and

(e) the steps being taken by Government for improving the working of these units?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO) : (a) 102 Public Sector Enterprises incurred losses during the year 1987-88.

(b) Yes Sir.

(c) The reasons vary from enterprise to enterprise. In general, some of the main reasons of losses incurred by the PSEs are time and cost over-runs, low capacity utilisation, non-availability of power to the required extent, escalation in the input costs, demand constraints, technology changes etc.

(d) Details regarding the net losses incurred by the Central Public Sector Enterprises during 1987-88 for which period only the information is available are given at page 57 of Volume-I of Public Enterprises Survey (PES) 1987-88 placed on the Table of House on 27.2.1989.

(e) The steps taken by the Government for improving the performance of the Public Sector Enterprises are enumerated at page No. 174 of Vol.I of the Public Enterprises Survey.

Complaints of Distortions of Views by AIR/T.V.

1647. SHRI C. JANGA REDDY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Bombay High Court's ruling of June 26, 1988 on censorship or distortion of views expressed by citizens who are interviewed by AIR and Doordarshan authorities is being followed;

(b) whether complaints of distortion have been received by Government ; and

(c) if so, the details thereof and the action taken in each case?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L.BHAGAT): (a) Yes Sir.

(b) and (c). No such complaints duly substantiated have come to the notice of the Government.

Telephone Facilities in Rural Areas of Maharashtra

1648. SHRI S.G GHOLAP: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether telephone facilities have been provided in almost all hexagons of rural areas in some States;

(b) if so, the details thereof;

(c) the progress in Maharashtra especially in Thane district of Maharashtra; and

(d) when all the hexagons of rural areas in Maharashtra are likely to be provided telephone facilities?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI

GIRIDHAR GOMANGO): (a) and (b). The number of hexagons provided with telecom facilities statewide as on 31.3.88 is given in the Statement below:

(c) Out of 4811 hexagons in Maharashtra State, 2814 hexagons have been provided with telecom. facilities so far, and out of 242 hexagons in Thane Distt 105 have been provided with telecom. facility.

(d) All the hexagons in Maharashtra State are likely to be covered with telecom. facility during the Eighth Five Year Plan.

STATEMENT

Status of Telecom. Facilities in Hexagons in rural Areas as on 31.3.1988

<i>Sl.No.</i>	<i>State/Circle</i>	<i>Inhabited hexagons</i>	<i>Hexagons covered with telecom.facility</i>	<i>Pending hexagons.</i>
1	2	3	4	5
1.	Andhra Pradesh	4991	4690	301
2.	Assam	1718	679	1039
3.	Bihar	4740	2023	2712
4.	Gujarat Dadra Nagar Daman & Diu	2504	1596	908
5.	Haryana	616	511	105
6.	Himachal Pradesh	575	255	320
7.	J & K	786	254	532
8.	Karnataka	3648	2523	1125
9.	Kerala L. Deep Island	536 10	531 9	5 1
10.	Madhya Pradesh	6453	3434	3019

1	2	3	4	5
11.	Maharashtra	4311	2711	2100
	Goa	31	31	—
12.	North East:			
	Arunachal Pradesh	105	47	58
	Manipur	390	60	330
	Meghalaya	461	77	384
	Mizoram	159	12	147
	Nagaland	337	53	284
	Tripura	141	92	49
	<i>Total</i>	1593	341	1252
13.	Orissa	2110	1026	1084
14.	Punjab	771	554	217
15.	Rajasthan	6075	2123	3952
16.	Tamil Nadu	1661	1602	59
	Pondicherry	11	11	—
17.	Uttar Pradesh	4055	2526	1529
18.	West Bengal	2551	968	1583
	A & N Islands	131	15	116
	Sikkim	44	29	15
	<i>Total</i>	50,421	28,447	21,974

Budget outlay on ONGC

(a) the budget outlay of the ONGC for 1989-90;

1649. SHRI E. AYYAPU REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(b) whether the outlay is proposed to be raised totally on its internal resources; and

(c) the target of production aimed at for 1989-90?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) Rs 2330 crores for Budget Estimates 1989-90.

(b) No, Sir. However, bulk of the outlay will be covered by internal resources.

(c) The tentative targets of production for 1989-90 are as under:-

<i>Item</i>	<i>Quantity</i>
Crude Oil	31.61 MMt.
Gas supplies	8636 Million cubic metres
LPG	650 thousand tonnes

Take over of Sick Industrial Units in Assam

1650. SHRI BHADRESWAR TANTI: Will the Minister of INDUSTRY be pleased to state:

(a) whether any sick industrial units of Assam have been taken over by Union Government during the last three years:

(b) whether any decision has been taken in respect of such units; and

(c) the steps taken are proposed to be taken to safeguard the interests of workers?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) No, Sir.

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

Shortage of Vital Drugs in Capital

1651. SHRI M. RAGHUMA REDDY:
SHRI PRAKASH CHANDRA:
SHRI DHARAM PAL SINGH
MALIK:

Will the Minister of INDUSTRY be pleased to state:

(a) whether there is an acute shortage of vital drugs in the capital;

(b) if so, the reasons therefor;

(c) whether any steps have been taken by Government to make available vital drugs in the capital; and

(d) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (d). This Ministry regularly monitors the availability of all important vital drugs, based on the periodical reports of State Drug Controllers. As per available information, there is no shortage of vital drugs in the capital. Shortages, wherever reported are of brand nature, and therapeutic equivalents are available.

Complaints Against Petrol Pump Dealers and LPG Agencies in Delhi

1652. SHRI M. RAGHUMA REDDY:
SHRI PRAKASH CHANDRA:
SHRI DHARAM PAL SINGH
MALIK:

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

(a) whether a number of complaints have been made regarding corruption, malpractices, etc. against some petrol pump dealers and LPG agencies in the capital;

(b) if so, the number of such complaints

received by Government and the oil companies during the past three years; and

(c) the action taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). Yes, Sir. The Oil Marketing Companies

have received complaints against Retail Outlets (Petrol/Diesel) Dealerships and LPG Distributorships during the last three years. These complaints generally relate to rude behaviour, short delivery product contamination over charging, non-availability of free air etc. The year-wise number of complaints received pertaining to Delhi is indicated below:

<i>Year</i>	<i>LPG</i>	<i>Retail Outlets</i>
1986-87	1338	70
1987-88	3403	47
1988-89 (upto Dec.'88)	2268	46

(c) All complaints received by the oil companies against LPG distributorships and Retail Outlets dealerships are investigated promptly, whenever necessary, and appropriate action, varying from warning letters and suspension of supplies to even termination of distributorships /dealerships in some cases, is taken against the erring distributors/dealers, in accordance with the Marketing Discipline Guidelines.

Manufacture of LPG cylinders

1653. SHRI M. RAGHUMA REDDY:

SHRI PRAKASH CHANDRA:
SHRI DHARAM PAL SINGH
MALIK:

Will the Minister of INDUSTRY be pleased to state the number of LPG cylinders manufactured by each private and public sector company manufacturing gas cylinders during the last three years, year-wise?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): A statement is given below:-

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S. No.	Name of the firm	Production (in Nos.)		
		1986	1987	1988(Est.)
1	2	3	4	5

Public Sector :

1.	The Hyderabad Allwyn Metal Works Ltd. Hyderabad	211,670	82,842	1,68,000
2.	BPCL, Allahabd, U.P.	23,000	—	—
3.	Bharat Wagon & Engg. Muzaffarpur (upto March)	7,039	5,000	7,700
4.	Bharat Brakes & Valves, Calcutta	14,5000	15,000	15,000
5.	Balmer Lawre & Co. Ltd. Mathura	124,000	125,000	—

Private Sector

6.	Indian Gas Cylinders, Faridabad	141,378	70,596	94,500
7.	Gannon Pressure Vessel Ltd., Bombay	106,358	Nil	Nil
8.	Universal Cylinder Ltd. Alwar	100,396	75,152	90,000

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1	2	3	4	5
9.	Kosan Metal Products (P) Ltd., Nagpur (Kamleshwar)	225,110	25,025	1,20,000
10.	Kosan Metal Products (P) Ltd. Nagpur (Mahaul) Bombay.	20	4	Nil
11.	Hindustan General Ind. Ltd., Delhi	Nil	Nil	Nil
12.	Midco Container Ltd. Ahmedabad	7,055	Nil	Nil
13.	Jay Cylinder Sikanderabad, A.P.	57,061	Nil	Nil
14.	Standard Cylinders Gurgaon	Nil	Nil	Nil
15.	Appejay Structurals (P) Ltd., Burdwan, Orissa	Nil	Nil	Nil
16.	Muller Cyls (P) Ltd., Belgaon	43,117	—	70,000
17.	Hindustan Wire Industries, Faridabad, Haryana	139,889	1,05,821	96,000
18.	Larswin Engg., Hyderabad	89,467	—	—
19.	Larswin Appliances (P) Ltd., Hyderabad	106,190	19,985	20,000
20.	Sanuwal Cylinders Ltd. Visakhapatnam (A.P.)	33,000	8,074	8,000
21.	Industrial Oxygen Co. Ltd. Gobindgarh, Punjab.	47,974	45,953	70,000

1	2	3	4	5
22.	BTP Structurals (P) Ltd. Belgaon, Karnataka	65,162	7,000	7,000
23.	Punjab Gas Cylinders, Ludhiana	47,812	60,767	57,000
24.	Indian Kitchen Equipment (P) Ltd., Ghaziabad	15,027	1,000	1,000
25.	Sahy Cylinders & Udyog P. Ltd., Tamil Nadu	63,953	49,132	32,000
28.	Suburb Ind. Pvt. Ltd., Bhubneshwar, Orissa.	33,600	—	—
27.	Gurera Gas Cylinders (P) Ltd., Faridabad	64,251	51,884	90,000
28.	Prashanth Cylinders (P) Ltd., Bangalore, Karnataka.	—	36,484	36,500
29.	Expo Gas Containers (P) Ltd., Bombay	39,500	33,705	33,700
30.	Nagpur Fabri Forge (P) Ltd., Nagpur.	Nil	Nil	Nil
31.	AVS Container, Medak, AP	Nil	Nil	Nil
32.	Rajasthan Cylinders & Containers Ltd., Jaipur.	46,644	58,117	36,000
33.	Prestige Fabricator (P) Ltd., Dewas, M.P.	30,257	39,324	40,000
34.	Konark Cylinders & Container (P) Ltd. Bhubneshwar (Orissa)	23,214	23,000	23,000

1	2	3	4	5
35.	Malav Metal Dhar	57,641	17,829	28,000
36.	Punkaj Gas Cylinder Ltd., Ghaziabad	38,528	32,154	23,000
37.	Supreme Cylinder Ltd., Bhiwadi	24,343	14,570	38,000
38.	Maurya Udyog Ltd., New Delhi	22,000 (Est.)	Nil	Nil
39.	Verney Container P. Ltd. A.P.	5,242	Nil	Nil
40.	Himalaya Cylinder (P) Ltd., Una, H.P.	9,949	24,829	24,629
41.	Sreenidhi Engg. Ltd., Hyderabad	10,806	8,555	6,555
42.	Tungabhadra Machinery & Tools Ltd. Kurnool	6,000	23,948	12,300
43.	Sanmati Metal Ltd., Bhopal	2,800	Nil	Nil
44.	AKMN Cyl (P) Ltd. Musiri, P.O. Trichi District.	14,640	22,885	30,000
45.	Badopalia Ind. Ghaziabad		3,208	3,208

1	2	3	4	5
46.	Bengal Tools Ltd.		2,309	2,309
47.	Associated Cyl. & Accessores (P) Ltd			20,000
48.	Chandrawat Udyog			Nil
49.	Eastern Cylinder (P) Ltd.		9,300	9,300

Streamlining of Coal Mining Industry

1654. SHRI H.N. NANJE GOWDA:
PROF. RAMKRISHNA MORE:

Will the Minister of ENERGY be pleased to state:

(a) whether Government have undertaken any study to streamline the public sector coal-mining industry;

(b) if so, the details thereof;

(c) whether Government have since approved the proposal to restructure coal mining industry; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) and (b). No specific study of the institutionalised type has been undertaken by the Government in recent months on restructuring of the Coal Industry in the public sector. However, a Sub-Committee of the Advisory Board on Energy looked into some of the organisational aspects of the coal industry and made certain recommendations, including:-

- (1) That the power to appoint Functional Directors of the subsidiary coal companies should vest in the Coal Indian Limited.
- (2) The Coal Indian Limited should have complete autonomy and authority to evolve and implement policies and programmes relating to the development of coal industry within the framework of a Memorandum of

Understanding.

(3) Government should interact with Coal India Limited only. It should not deal or come directly in touch with the subsidiary coal companies.

(4) Two positions of Vice-Chairman should be created for CIL.

(5) The CMDs of the subsidiary coal companies should not be represented on the CIL Board.

(c) and (d). At present, there is no proposal to restructure the CIL.

Opening of LPG Agencies in U.P. Bihar, Madhya Pradesh and Delhi

1655. SHRI RAMASHRAY PRASAD SINGH:
SHRI KAMMODILAL JATAV:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the places where LPG agencies are proposed to be opened in Uttar Pradesh, Bihar, Madhya Pradesh and Delhi during 1989, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): Upto the Annual LPG Marketing Plan 1988-89, oil companies have proposals to establish LPG distributorships in Uttar Pradesh, Bihar, Madhya Pradesh and Union Territory of Delhi as given in the statement below. As various steps precede the actual commissioning of a distributorship, it is not possible to indicate the exact time by which these will be set up.

STATEMENT

Locations where LPG distributorships are proposed to be opened.

UTTAR PRADESH

Sl.No.	Location	District
1	2	3
1.	Najibabad (2 locations)	Bijnor
2.	Shahabad	Hardoi
3.	Babina	Jhansi
4.	Kanpur (8 locations)	Kanpur
5.	Gola Gorakhanath	Kheri
6.	Auriya	Etawah
7.	Mirzapur	Mirzapur
8.	Sahaswar	Badaur
9.	Kakrala	Badaur
10.	Tanda	Rampur
11.	Sherkot	Bijnor
12.	Bisalpur	Pilibhit
13.	Rudrauli	Bara Banki
14.	Mubarakpur	Azamgarh
15.	Orai	jalaur
16.	Gaura Barhaj	Deoria
17.	Sikandra Rao	Aligarh
18.	Padrauna	Deoria
19.	Bilaspur	Rampur
20.	Gulaothi	Buland Shahr

1	2	3
21.	Karwi/Chitrakut Dham	Banda
22.	Kosi Kalan	Mathura
23.	Baghpat	Meerut
24.	Atrauli	Aligarh
25.	Shikarpur	Buland Shahr
26.	Varanasi(2 Locations)	Varanasi
27.	Debai	Buland Shahr
28.	Roorkee	Saharanpur
29.	Khekra	Meerut
30.	Raipur Dehradun (Ordnance Factory)	Dehradun
31.	Aonla (AFFCO)	Bareilly
32.	Hindon (AFS)	Ghaziabad
33.	Sahakari Bazar Dehradun	Dehradun
34.	Hapur	Ghaziabad
35.	Rai Bareilly	Rai Bareilly
36.	Chandpur	Bijnoa
37.	Unnao (2 locations)	Unnao
38.	Bareilly (2 locations)	Bareilly
39.	Dehradun	Dehradun
40.	Ghaziabad (3 locations)	Ghaziabad
41.	Gonda (2 locations)	Gonda
42.	Jaunpur	Jaunpur

1	2	3
43.	Lakhimpur Kheri	Kheri
44.	Moradabad (3 Locations)	Moradabad
45.	Rudrapur	Nainital
46.	Farrukabad	Farrukabad
47.	Gorakhpur	Gorakhpur
48.	Bulandshahr	Bulandshahr
49.	Hapur	Ghaziabad
50.	Sitapur	Sitapur
51.	Pilibhit	Pilibhit
52.	Balia	Balia
53.	Azamgarh	Azamgarh
54.	Amroha	Moradabad
55.	Deoband	Saharanpur
56.	Nautanwa (V)	Gorakhpur
57.	Renukoot	Mirzapur
58.	Lucknow (4 locations)	Lucknow
59.	Agra (5 locations)	Agra
60.	Budaun	Budaun
61.	Nahtaur	Bijnor
62.	Ayodhya	Faizabad
63.	Jalalpur	Faizabad
64.	Akbarpur	Faizabad

1	2	3
65.	Puranpur	Pilibhit
66.	Sandila	Hardoi
67.	Mangalpur	Saharanpur
68.	Jahangirabad	Bulandshahr
69.	Shamli (2 locations)	Muzaffarnagar
70.	Bindki	Fatehpur
71.	Laharpur	Sitapur
72.	Biswan	Sitapur
73.	Chunar	Mirzapur
74.	Khurja	Bulandshahr
75.	Hardoi	Hardoi
76.	Allahabad (2 locations)	Allahabad
77.	Aligarh	Aligarh
78.	Chandausi	Moradabad
79.	Ganj Dudwara	Etah
80.	Hardwar	Hardwar
81.	Jhansi (2 locations)	Jhansi
82.	Kalpi	Jalaun
83.	Meerut	Meerut
84.	Modinagar (2 locations)	Ghaziabad
85.	Saharanpur (3 locations)	Saharanpur
86.	Hathras	Aligarh
87.	Garjanla	Moradabad

1	2	3
	BIHAR	
1.	Ghatsila	Singbhum
2.	Jharia	Dhanbad
3.	Rajgir	Nalanda
4.	Gumla	Gumla
5.	Samastipur	Samastipur
6.	Adityapur	Singbhum
7.	Ranchi (6 locations)	Ranchi
8.	Patna (9 locations)	Patna
9.	Katras	Dhanbad
10.	Rakha	Singbhum
11.	Buxar	Bhojpur
12.	Bettiah	W. Champaran
13.	Muzaffarpur-A	Muzaffarpur
14.	Muzaffarpur-B	Muzaffarpur
15.	Hazaribagh	Hazaribagh
16.	Gomoh	Dhanbad
17.	Gaya	Gaya
18.	Biharsharif	Nalanda
19.	Jamalpur	Manger
20.	Bikramganj	Rohtas
21.	Raxaul	Purbi Champaran
22.	Sheikhpura	Munger

1	2	3
23.	Sherghati	Gaya
24.	Daltanganj	Palamu
25.	Motihari	Motihari
26.	Jamshedpur (6 locations)	Singhbhum
27.	Munger/Jamalpur	Munger
<i>MADHYA PRADESH</i>		
1.	Amla	Betul
2.	Dongargarh	Rajnandgaon
3.	Ashta	Sehore
4.	Khurai	Sagar
5.	Anjad	W. Nimar
6.	Narsingarh	Rajgarh
7.	Raipur (4 locations)	Raipur
8.	Itarsi (2 locations)	Hoshangabad
9.	Jabalpur (10 locations)	Jabalpur
10.	Katni (2 Locations)	Jabalpur
11.	Mandhar	Raipur
12.	Burhar/Dhanpuri	Shahdol
13.	Ujjain (3 Locations)	Ujjain
14.	Sendhwa	West Nimar
15.	Pithampur	Dhar
16.	Bilaspur (2 locations)	Bilaspur
17.	Bagbahara	Raipur

1	2	3
18.	Mandideep	Bhopal
19.	Khandwa (3 locations)	East Nimar
20.	Rewa	Rewa
21.	Satna	Satna
22.	Korba	Bilaspur
23.	Dewas	Dewas
24.	Ratlam	Ratlam
25.	Shivpuri	Shivpuri
26.	Nagda	Ujjain
27.	Chindwara	Chindwara
28.	Singrauli	Sindhi
29.	Sarni	Betul
30.	Barwaha	W. Nimar
31.	Begumganj	Raisen
32.	Garha Kota	Sagar
33.	Samalgarh	Morena
34.	Deori	Sagar
35.	Gadarwara	Ka. simhapur
36.	Ambah	Morena
37.	Alirajpur	Jhabua
38.	Baloda Bazar	Raipur
39.	Durg (2 locations)	Durg

1	2	3
40.	Bhilai (3 locations)	Durg
41.	Mandsaur	Mandsaur
42.	Amlai	Shahdol
43.	Hoshangabad	Hoshangabad
44.	Shujalpur	Sujalpur
45.	Sagar (4 locations)	Sagar
46.	Bhopal (4 locations)	Bhopal
47.	Gwalior(5 locations)	Gwalior
48.	Indore(5 locations)	Indore
49.	Burhanpur	E. Nimar
	<i>DELHI</i>	
1.	Paschimpuri	Delhi
2.	Delhi Cantt.	-do-
3.	Patparganj	-do-
4.	Laxminagar (Trans-Yamuna)	-do-
5.	Shalimarbagh	-do-
6.	Ranibagh	-do-
7.	Bara Hindurao	-do-
8.	Karolbagh	Delhi
9.	Trans-Yamuna	-do-
10.	Hissar to Delhi	-do-
11.	Ambala to Delhi	-do-

1	2	3
12.	Munger to Delhi (Trans-Yamuna),	-do-
13.	Kanpur to Delhi	-do-
14.	Delhi-A	-do-
15.	Green Park	-do-
16.	R.K. Puram	-do-
17..	Badarpur	-do-
18.	Ajmeri Gate	-do-
19.	Kalkaji	-do-
20.	Mayur Vihar	-do-
21.	Dr. Mukherjee Nagar	-do-
22.	Rohini(2 locations)	-do-
23.	Gandhi Nagar	-do-
24.	Palam	-do-
25.	Vasantkunj	-do-
26.	Najafgarh	-do-
27.	Delhi-A	-do-
28.	Delhi-B	-do-
29.	Delhi-C	-do-
30.	Delhi-D	-do-
31.	Delhi-E	-do-
32.	Delhi-	-do-
33.	Delhi	-do-
34.	Delhi	-do-

1	2	3
35.	Pittapura	-do-
36.	Shaktinagar	-do-

Investment in Petrochemical Plants

1656. SHRI G.S. BASAVARAJU :
SHRI S.M. GURADDI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Union Government have prepared any action plan for investment in petrochemical plants during 1989;

(b) if so, the details thereof; and

(c) to what extent the production of petrochemicals will be improved?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). An investment of around Rs 400 crores on central public sector petrochemical projects is envisaged in 1989-90. With the implementation of these projects, the domestic availability of some important petrochemical products e.g. polymers, MEG, dapolactam, xylenes will be about doubled.

Power Generation in Central Subject

1657. SHRI G.S. BASAVARAJU : Will the Minister of ENERGY be pleased to state:

(a) whether Union Government are considering a proposal to make power generation a central subject;

(b) if so, the details thereof; and

(c) the time by which the final decision will be taken?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) No, Sir.

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

Power Units in Karnataka

1658. SHRI G.S. BASAVARAJU: Will the Minister of ENERGY be pleased to state:

(a) whether Union Government have agreed to provide four more power units in Karnataka during the next few years;

(b) if so, the places where these projects will be set up; and

(c) the extent of power shortage will be reduced after setting up these projects?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The following sanctioned projects are likely to be commissioned in Karnataka in the next few years:-

Sl.No.	Name of the Project	Installed capacity (MW)
<i>HYDRO</i>		
1.	Varahi hydroelectric project	239.0
2.	Maddur canal	1.5
3.	Kalinadi Stage-II	270.0
4.	Ghatprabha	32.0
5.	Mallapur	9.0
<i>THERMAL</i>		
6.	DG Sets at Yellahanka, Bangalore	120.0
7.	Raichur Units 3	210.0
		881.5

(c) The above mentioned projects would provide an additional generating capacity of 681.5 MW thereby improving the supply position considerably in Karnataka.

**Postal and Telecommunications
Facilities in Madhubani and Darbhanga
Districts of Bihar**

1659. DR. G.S. RAJHANS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages having a population of 1500 in which postal and telecommunication facilities have been provided during the last three years; and

(b) whether these facilities have been provided in Madhubani and Darbhanga districts of Bihar and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Record on basis of population is not maintained by the department as telecom. facilities are not provided on this criteria. However, as a long term objective the department has decided to provide telecom. facility on fully subsidised basis within about 5 Kms of every inhabited place. For this purpose the country has been divided into hexagons whose each side is 5 Kms. and a principal village preferably a Panchayat headquarters in it has been earmarked for providing telecom. facility. There are 50421 such hexagons out of which 28447 have been provided with telecom. facilities as on 31.3.1988.

During 3 years ending 31.3.1988 new post offices have been opened in 874 villages. Each post office covers a group of villages with a combined population of 3000 or more (1500 or more in hilly/backward tribal areas). Out of this number, the number

of post offices situated in villages having a population of 1500 or more is being ascertained and will be laid on the Table of the House.

(b) Yes, Sir, Eight LDPTs have been opened in the Distts during the last 3 years. However, no new post office was opened in the 2 districts.

Raids on Induction Furnace Units in Delhi

1660. DR. G.S. RAJHANS: Will the Minister of ENERGY be pleased to state:

(a) whether the enforcement branch of DESU recently conducted raids on induction furnace units in certain areas in Delhi for fraudulent abstraction of energy;

(b) if so, the details thereof stating the number of cases with names of the units in which fictitious seals and load of the furnaces in excess of sanctioned load were detected; and

(c) the action taken or proposed to be taken against these induction furnace units?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Yes Sir.

(b) During the raids conducted by Delhi Electric Supply Undertaking between July, 1988 and February, 1989, fictitious seals were detected on the metering cubicles of 17 furnaces, details of which are given in the Statement below.

(c) Criminal cases have been registered against all the aforementioned 17 induction units by DESU.

STATEMENT

List of induction furnaces wherein fictitious seals on metering cubicles were detected.

<i>Sl.No.</i>	<i>Name of the firm</i>
1.	M/s. Saraf Steel (P) Ltd., Okhla Estate.
2.	M/s. Alankar Metals (P) Ltd., Okhla Ph. I.
3.	M/s. Mittal Casting Ltd., Okhla Ph.I.
4.	M/s. Alliance Paints & Varnishing Works, Okhla Ph.II.
5.	M/s. Singla Trading & Leasing Ltd., Okhla Ph.I.
6.	M/s. Complex Steel, Wazipur Indl. area.
7.	M/s. Steel Ball Bearing (P) Ltd., Wazirpur Indl. Area.
8.	M/s. Batra Steel, Okhla Ph.II.
9.	M/s. Shagun Steel.
10.	M/s. Bansal Metal Indl. (P) Ltd., Udyog Nagar, Nangloi.
11.	M/s. Indraprastha Chemicals, Shahdara.
12.	M/s. Atul Traders, Rajasthani Udyog Nagar.
13.	M/s. Superior Steel Mehrauli.
14.	M/s. Sunal Udyog Rajasthani Udyog Nagar.
15.	M/s. Summan Steels, Rajasthani Udyog Nagar.

Sl.No.	Name of the firm
16.	M/s. Goenka Alloys, Rajasthani Udyog Nagar.
17.	M/s. A.K Virmani, Okhla Industrial Area.

[*Translation*]

• **Opening and Upgradation of Branch Post Offices in Backward Areas**

1661. SHRI VIRDHI CHANDER JAIN:
Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government contemplate opening of new Branch Post Offices and

upgrading branch Post Offices into sub-post Offices in desert and hilly areas where means of communication are inadequate;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI
GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) In so far as desert areas are concerned, the details are furnished in the Statement below. Information in respect of hill areas is being collected and will be laid on the Table of the House.

(c) Does not arise.

STATEMENT

New post Offices Sanctioned during 1988-89 in Districts Covered Under Desert Development Programme (DDP) (As on 28.2.1989)

Sl.No.	Name of the District	Number
<i>RAJASTHAN</i>		
1.	Sri Ganganagar	25
2.	Bikaner	1
3.	Churu	2
4.	Naguar	2
5.	Jo dhpur	11
6.	Jaisalmer	1
7.	Barmer	9
<i>HARYANA</i>		
1.	Hissar	4

Sl.No.	Name of the District	Number
2.	Bhiwani	3
3.	Rohtak	1

[English]

Utilisation of Hydro-Electric Power Potential

1662. SHRI H.B. PATIL: Will the Minister of ENERGY be pleased to state:

(a) whether considerable hydro-electric power potential continues to be unutilised;

(b) if so, the steps proposed to be taken to utilise the same in view of dangers and hazards of nuclear power and pollution from coal and petroleum based energy sources; and

(c) whether small hydro-electric units

are proposed to be installed to minimise pollution and deforestation?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) Yes, Sir.

(b) An installed capacity addition of more than 8000 MW is being contemplated for the Eighth Plan. In addition, on going hydroelectric projects of about 3000 MW are expected to give benefits in the Ninth Plan.

(c) The Status of implementation of micro/mini/small hydroelectric schemes in the country is as follows:-

Nos	Aggregate Capacity (MW)	
i) Schemes under operation	113	204.652
ii) Schemes under Construction	82	220.705

Setting up of Thermal Projects in Maharashtra

1663. SHRI UTTAM RATHOD:
SHRI GURUDAS KAMAT:

Will the Minister of ENERGY be pleased to state:

(a) whether Maharashtra Government has submitted feasibility reports in respect of some thermal power projects to be set up in the State;

(b) if so, the details thereof and whether these have been cleared by Government ; and

(c) the Central assistance proposed to be provided to these projects and the time by which they are expected to be completed?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The requisite information in respect of thermal power projects is contained in the Statement below.

(c) Central assistance is provided to the States in the form of block loans and block grants and is not related to any specific project/programme.

STATEMENT

S. No.	Name of the Scheme	Capacity	Present status
1	2	3	4
(i) Coal Based			
1.	Khaperkheda Thermal Power Station Stage-II (Units 3 & 4)	2 x 210 MW	Approved
2.	Chandrapur Thermal Power Station, Stage IV (Unit 7) Revised Report	1 x 500 MW	The scheme has been found to be techno-economically in order by the Central Electricity Authority (CEA), subject to typing up of the power evacuation aspects by the MSEB and clearances being obtained from the environmental angle. The CEA clearance would be considered after compliance of the provisions of Section 29 of the Electricity (Supply) Act, 1948.
3.	Parsi 'C' Thermal Power Station (Units 6 and 7) Revised Report	2 x 210 MW	These schemes are under examination in the CEA in consultation with other appraising agencies and could be considered for techno-economic clearance after the requisite inputs have been tied up and the necessary clearances have become available.
4.	Western Maharashtra TPS BSES Limited	2 x 250 MW	
5.	Ujjani Thermal Power Station (Revised)	2x 500 MW	
6.	Bhusawal 'B' (Hatnur) Thermal Power Station	4x500 MW	
7.	Dhacol Thermal Power Station	5 x 210 MW	
8.	Umred thermal Power Station (Unit Nos. 1 and 2)	2x210 MW	These schemes have been returned by the CEA to the Maharashtra State Electricity Board as the availability of coal for them could not be tied up.

1	2	3	4
(ii) Gas Based			
1. Uran Waste Heat Recovery Unit 3. investment decision and availability of gas are		1 x 120 MW	Techno-economically approved by the CEA; awaiting.
2. Dabhol Thermal Power Station Units 1 & 2		2 x 500 MW	These schemes are under examination in the CEA in consultation with the other appraising agencies and could be considered for techno-economic clearance clearances have become available.
3. Thukrali Thermal Power Station after all the inputs have been tied up and the requisite		2 x 500 MW	
4. Uran Gas Turbine Stage-III		8 x 108 MW	This scheme has been returned to the State Electricity Board as the availability of gas was not confirmed.

Autonomy for Directorate of Film Festivals

1664. SHRI UTTAM RATHOD: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the delegates from India and abroad who attended the Twelfth International Film Festival held in New Delhi suggested that the Directorate of Film Festivals may be made an autonomous body for making the film festivals more attraction and purposeful in future; and

(b) if so, the reaction of Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). Such a suggestion was made by some of the participants at an 'Open Forum' Session on "Organisation of International Film Festivals". However, there was no consensus on this point. The Directorate of Film Festivals was delinked from National Film Development Corporation and transferred to this Ministry w.e.f. 1.7.1988 on the recommendations of the Ashok Mitra Committee. The Ministry is not contemplating any change in the structure and organisation of the Directorate of Film Festivals at present.

Investment by French Industries

1665. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether some French enterprises have shown interest to invest in India:

(b) if so, the details thereof: and

(c) the areas identified for such investment?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). A number of French enterprises have taken active part in collaborating with Indian industries. The position with regard to investment from French companies over the last two years have been showing an increasing trend.

(c) The areas identified for possible joint collaboration and investment between French and Indian firms include:

—Pollution Control equipment.

—Alternative sources of energy.

—Electronics and Data Processing.

—Food processing and preparation machinery.

—Ophthalmic glass.

—Petro-chemicals.

—Process Control systems.

—Telecommunications.

—Pharmaceuticals.

Production, Requirement and Waiting List for LPG

1666. SHRI VAKKOM PURUSHOTHAMAN:
SHRI PRATAPRAO B. BHOSALE:

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

(a) the approximate number of persons on waiting lists for LPG connections in different States at the end of 1988: State-wise;

(b) the reasons for delay in providing LPG connection, and the steps proposed to

be taken in this regard;

(c) the present requirement of LPG in the country;

(d) the quantity of domestic production of LPG and the quantity imported during the last two years and the current year; and

(e) the projects in the process of completion for production of LPG with their capacity and expected time of completion?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMADUTT): (a) The information is given in the statement below:

(b) Release of new LPG connections is done by the Oil Industry all over the country in a phased manner in accordance with its annual programme for enrollment of customers, subject to augmentation in availability of LPG;

(c) and (d). The total estimated requirement of LPG during 1988-89 is about 1.97 million MT. It is proposed to meet it from the estimated indigenous production of 1.75 million MT and through imports to the extent of shortfall. The quantity of LPG imported during last two years and the current year is as follows:

Year	Quantity imported (in '000MT)
1986-87	22
1987-88	152
1988-89	167

(As on 1.1.1989-Provisional)

(e) An LPG extraction project is being set up at Bijaipur with a capacity of 4 lakh Metric Tonnes per year. This is expected to be commissioned during 1992-93.

STATEMENT

S. No.	Name of the State/Union Territory	Approximate no. of persons on the waiting list (as on 31.12.88)
1	2	3
<i>States</i>		
1.	Andhra Pradesh	0.952
2.	Arunachal Pradesh	0.010
3.	Assam	0.265
4.	Bihar	0.752
5.	Goa	0.375
6.	Gujarat	4.781
7.	Haryana	2.034

1	2	3
8.	Himachal Pradesh	0.156
9.	Jammu & Kashmir	0.086
10.	Karnataka	0.670
11.	Kerala	0.823
12.	Madhya Pradesh	2.316
13.	Maharashtra	7.903
14.	Manipur	0.025
15.	Meghalaya	0.016
16.	Mizoram	0.036
17.	Nagaland	0.029
18.	Orissa	0.221
19.	Punjab	2.262
20.	Rajasthan	3.141
21.	Sikkim	0.010
22.	Tamil Nadu	1.912
23.	Tripura	0.071
24.	U.P.	5.535
25.	West Bengal	2.294
<i>Union Territories</i>		
1.	Andaman & Nicobar	0.004
2.	Chandigarh	0.438
3.	Dadra & Nagar Haveli	0.009
4.	Delhi	4.588

1	2	3
5.	Daman & Diu	0.036
6.	Lakshadweep	—
7.	Pondicherry	0.030
		41.780

Generation of Power from Garbage in West Bengal

1667. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of ENERGY be pleased to state:

(a) whether a plant for generation of power from garbage has been set up in West Bengal;

(b) if so, the quantity of power being generated by the plant;

(c) whether the plant has been found commercially viable; and

(d) if so, whether Government propose to set up such plants in other parts of the country?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) to (d). Government has seen reports to this effect in a section of the Press. West Bengal Government has been requested to furnish the details, which will be placed on the Table of the House, when received.

Expert Groups on Restructuring of State Electricity Boards

1668. SHRI M.V. CHANDRASHEKHARA MURTHY:
SHRI V. SREENIVASA PRASAD:

Will the Minister of ENERGY be pleased to state:

(a) whether Union Government have urged the States to set up expert groups to study restructuring of State Electricity Boards and examine separation of electricity generation and distribution functions;

(b) if so, whether State Governments have since set up such groups;

(c) if so, the assistance provided by Union Government to State Governments for the said task;

(d) whether any changes in the Central Electricity Act are also proposed to be made; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) No, Sir.

(b) to (e). In view of 'a' above, questions do not arise.

Proposal for Manufacture of Nylon-66

1669. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received a proposal for the manufacture of Nylon-66 in the country;

(b) if so, whether any representation has been received from the existing Nylon-6 manufacturers against this proposal;

(c) whether any expert body has evaluated the advantages and otherwise of Nylon-66; and

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

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) A letter of intent has been issued to M/s Economic Development Corporation of Goa, Daman and Diu Ltd. (EDC) for establishment of a new undertaking for manufacture of Nylon-6 or Nylon-66. Now EDC proposes to set up this unit in assisted sector for manufacture of Nylon-66.

(b) Some existing Nylon-6 units have represented against the proposal for establishment of Nylon-66 manufacture.

(c) and (d). Both Nylon-6 and Nylon-66 have certain technical advantage over each other when used in specific applications.

Joint Venture with French Telecom Company Alcatel

1670. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a joint venture has been proposed by the French telecom company Alcatel for making more of its E-10B telephone exchanges; and

(b) if so, the reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) Does not arise.

Import of Crude Oil and Petroleum Products from U.S.S.R.

1671. DR. DATTA SAMANT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the domestic production of crude oil and petroleum products expected during 1989 and the quantity of these required to be imported; and

(b) the approximate quantity of crude oil and petroleum products proposed to be imported from Soviet Union during 1989 and the rates thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) The information relating to the calendar year 1989 is as under:-

Expected domestic production of crude oil	33.87 million tonnes
Estimated domestic production of petroleum products	47.42 million tonnes
Estimated import of crude oil	18.40 million tonnes
Estimated import of petroleum products	7.35 million tonnes

(b) The Trade Plan with USSR provides for import of 4.5 MMT of crude oil and 2.85 MMT of petroleum products during 1989. The price payable for the crude oil has not been finalised. The price for petroleum products would be market related and would, therefore vary from shipment to shipment.

Voluntary Retirement Scheme in Public Sector Undertakings

1672. DR. DATTA SAMANT: Will the Minister of INDUSTRY be pleased to state:

(a) the number of employees of public sector undertakings who have availed benefits of voluntary Retirement Scheme so far, unit-wise details thereof;

(b) whether Government are considering introduction of any further voluntary retirement scheme; and

(c) the total number of employees in the public sector undertakings in 1985 and in 1988?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) According to the information available in the Bureau from 65 public enterprises, 983 employees availed of the benefits under the Voluntary Retirement Schemes formulated by 7 public enterprises, and 172 employees availed of the benefits in 5 public enterprises under the scheme notified by the Bureau on 5.10.1988. 53 public enterprises reported nil information.

(b) No, Sir.

(c) The total number of employees in public sector enterprises excluding casual employees as on 31.3.1985 and 31.3.1988 was 21.07 lakhs and 22.21 lakhs respectively.

Registration for Production of T.V. Serials

1673. SHRI KAMAL CHAUDHARY: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given on 29th February, 1986 to Unstarred Question No. 930 regarding improvement in quality of T.V. serials and state:

(a) the number of producers and directors who have registered with Doordarshan so far for the production of T.V. serials/series under the new scheme;

(b) the number of proposals invited from such registrants by Doordarshan and the number of applications received for said proposals; and

(c) the details of proposals serials accepted till December, 1988?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). So far no producers/directors have been registered with Doordarshan for production of sponsored serials under the new scheme.

(c) Does not arise.

Capacity Utilisation of Cement Industry

1674. SHRIMATI JAYANTI PATNAIK: Will the Minister of INDUSTRY be pleased to state:

(a) whether the existing capacity of cement units has not been fully utilised;

(b) if so, the steps taken to improve the capacity utilisation of cement units; and

(c) the target set for the production of cement in the Seventh Plan and the year-

wise achievement made so far?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). A Statement is given below:

STATEMENT

(a) Yes, Sir.

(b) The following steps have been taken by Government to boost production of cement:-

(i) The production of cement is closely monitored by the Office of the Development Commissioner for Cement Industry for rendering assistance to the cement industry in the matter of availability of various inputs like coal, power and wagon by taking up the matter with the concerned authorities like the State Electricity Boards, Ministry of Railways, Department of Coal, Coal Organisations, etc.

(ii) The industry is encouraged to undertake schemes for productivity enhancement, upgradation of technology, installation of energy conservation equipments, modernisation and rehabilitation of the old units.

(iii) The cement industry has been advised to instal captive power

generating capacity. To encourage setting up and operation of captive D.G. sets installed after 1.1.1982 appropriate relief used to be allowed in fixation of levy quota.

(iv) While the scheme of price and distribution controls was in existence, the retention prices of levy cement used to be increased periodically. The levy obligation was also progressively reduced. Special dispensation in levy obligation used to be extended for production beyond 100% and upto 125% of the approved capacity.

(v) With effect from 1.3.1989, price and distribution controls have been removed. It is expected that with this measure the growth of cement industry would be accelerated.

(vi) Rebate in central excise duties are allowed to newer units. As part of the budget proposals for the year 1989-90 excise duty on cement manufactured by units using vertical shaft kiln has been reduced by Rs. 100 per tonne from the general effective rate.

(c) The required information is given below:-

(In million tonnes)

<i>Year</i>	<i>Target</i>	<i>Production-</i>
1985-86	33.5	33.1
1986-87	36.5	36.5
1987-88	41.5	39.5
1988-89	43.5	36.25*

*During first 10 months of the year, viz., April 1988 to January, 1989.

Forest Banks for Power Projects

1675. SHRIMATI JAYANTI PATNAIK: Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal to set up forest banks in every State, which can be drawn upon when compensatory afforestation is required to be carried out for any power project;

(b) if so, the guidelines sent to State Government in this regard; and

(c) the reaction and response of each State Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (c). The Ministry of Environment and Forests have not issued any guidelines to the State Governments in this regard. However, that Ministry have suggested to the Government of Uttar Pradesh to identify a big area of non-forest land for compensatory afforestation purposes against their proposals seeking clearance under the Forest (Conservation) Act, 1980. Some State Government are stated to have initiated action, in this regard, on their own.

The Conference of the State Power Ministers held in New Delhi on January 23-24, 1989 also recommended that Compensatory Forest Banks should be created by the States to be drawn upon later, when compensatory afforestation is required to be carried out for any power project.

Plan for Development of Non-Conventional Energy Sources

1676. SHRIMATI JAYANTI PATNAIK: Will the Minister of ENERGY be pleased to state:

(a) whether a perspective plan has been drawn for the development of non-conventional energy sources till 2000 AD;

(b) if so, the main areas on which thrust has been laid;

(c) the annual energy generation envisaged in the draft perspective plan; and

(d) the details of the plan including financial outlay, etc.?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) to (d). Yes, Sir. The Department of Non-Conventional Energy Sources has prepared a Paper entitled "Energy 2001 Perspective Plan - non-conventional energy sources" which envisages potential annual energy generation/saving from new and renewable sources of energy to the extent of 250.17 million tonnes of coal replacement by the turn of the century provided adequate resources be made available. This includes generation of 15000 MW of power mainly from Biomass, wind solar, small hydro, municipal waste as well as generation/saving of energy from Improved Chulha, Biogas plant and other renewable sources. The financial outlay needed for implementing this plain has been indicated as Rs. 43529.38 crores of which Government share has been estimated to be Rs. 11779.83 crores.

Supply of Natural Gas Through Pipeline in Bombay City

1677. SHRIMATI KISHORI SINHA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it has been decided to provide natural gas supply to Bombay city;

(b) if so, whether proposals have been made for similar piped gas supply to other metropolitan areas also; and

(c) if so, the details thereof and action taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) 1.5 MMCMD of natural gas has been committed for the purpose of supply to domestic, commercial and industrial consumers in Bombay city.

(b) and (c). No commitment of gas has been made for supply in any other metropolitan city. Commitments have been made for supply of gas in certain smaller towns in Gujarat, Assam and Tripura like Baroda, Surat, Bharuch-Ankleshwar, Sibsagar and Agartala.

Ecological Balance of New Projects

1678. **SHRI ANANTA PRASAD SETHI:** Will the Minister of ENERGY be pleased to state the steps taken for ensuring an ecological balance while taking up new power and coal projects?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): Adherence to the guidelines issued by the Ministry of Environment and Forests while drawing up project reports, obtaining clearances from the Ministry of Environment and Forests in terms of the provisions of Forest (Conservation) Act, 1980 and the Environment (Protection) Act, 1986 and implementation of the measures contemplated in such clearances are some of the steps taken to safeguard the environment and the ecological balance.

Opening of Letters of Credit by S.E.Bs.

1679. **SHRI ANANTA PRASAD SETHI:** Will the Minister of ENERGY be pleased to state:

(a) whether Government have decided that in future electricity and coal would not be supplied to the State Electricity Boards which fail to open letters of credit for adjusting their payments due to Central power and coal companies; and

(b) if so, the details of directives issued to States in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). No, Sir. In so far as supply of power and coal to the State Electricity Boards is concerned, while the States have been advised to open letters of credit, no decision has been taken to withhold supply of power and coal to the Boards on this account. However, in respect of the Central gas based power stations at Anta and Auraiya, the shares of various States is inter alia, subject to opening/enhancing of Letters of Credit of requisite amounts.

[*Translation*]

Linking of Bageshwar City (U.P.) with District Headquarters and State Headquarters through S.T.D.

1680. **SHRI HARISH RAWAT:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is a proposal to link Bageshwar city of Almora District (U.P.) with district headquarters and State headquarters through S.T.D. facility during 1989-90; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) Does not arise.

Dhauliganga Hydel Project, H.P.

1681. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to refer to the reply given on 22 November, 1988 to Unstarred Question No. 1637 regarding approval to Gauriganga and Dhauliganga power projects in Uttar Pradesh and State:

(a) whether the Dhauliganga Hydel Project is proposed to be approved during 1989; and

(b) if so, the estimated cost of the project?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). Dhauliganga Hydroelectric Project, Stage-I in Uttar Pradesh was techno-economically cleared by Central Electricity Authority in January, 1988 at an estimated cost of Rs. 394.91 crores, excluding transmission. The project can be processed for an investment decision only after it is cleared from environment and forest as well as from defence angles.

[English]

IB Thermal Power Project, Orissa

1682. DR. KRUPASINDHU BHOI: Will the Minister of ENERGY be pleased to state:

(a) whether the Ib Thermal Power Project is going to be located close to the village Banharpalli near Ib valley coal fields in Sambalpur district, Orissa;

(b) whether it will be pithead project;

(c) if so, whether the coal linkage has been established between the project site and the coalfields;

(d) if not, the time by which it is likely to

be established;

(e) whether the project has been finally cleared by Government; and

(f) if not, the steps taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) to (c). Yes, Sir.

(d) Does not arise.

(e) Yes, Sir.

(f) Does not arise.

Supply of LPG Refills in Hubli City in Karnataka

1683. SHRI V.S. KRISHNA IYER: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the LPG consumers in Hubli city, Karnataka, have to wait for one to two months to get LPG refills of Hindusthan Petroleum and Bharat Gas;

(b) if so, the reasons therefor; and

(c) the action taken/proposed to provide LPG refills to consumers on demand?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMADUTT): (a) to (c). A backlog in supply of LPG refills had developed temporarily in several parts of the country, including in Hubli, recently on account of shortfall in the bulk availability of LPG, apart from movement, industrial relations and other operational constraints. With the measures already initiated, the situation has since considerably improved. Efforts are being made to maximise indigenous LPG production and also augment supplies

through imports to the extent feasible. The situation is being closely monitored by the oil industry with a view to ensuring regular supplies to the consumers.

Tulu New Bulletins on A.I.R., Mangalore

1684. SHRI V.S. KRISHNA IYER: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is proposed to broadcast Tulu news bulletins on All India Radio, Mangalore for the benefit of the people of Mangalore and Dakshina Kannada districts in Karnataka; and

(b) if so, when and if not, the reasons therefor?

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND MINISTER OF IN-
FORMATION AND BROADCASTING
(SHRI H.K.L. BHAGAT): (a) No, Sir.

(b) There is no communication impera-
tive for news broadcast in Tulu from Manga-
lore Station as the Regional News Bulletins
in Kannada broadcast from Bangalore cover
all the parts of the Karnataka including
Dakshina Kannada District.

Electronic Telephone Exchanges in Bangalore City

1685. SHRI V.S. KRISHNA IYER: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of electronic exchanges in Bangalore City; and

(b) how many new electronic ex-
changes will be set up in Bangalore City
during 1989-90?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATIONS (SHRI

(main/Remote Line Unit) local electronic telephone exchanges are working in Bangalore City.

(b) Three (main/Remote Line Unit) electronic exchanges are proposed to be set up in Bangalore City during 1989-90.

Replacement of Old Telephone Instru- ments in Bangalore City

1686. SHRI V.S. KRISHNA IYER: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of old telephone instruments to be replaced in Bangalore city;

(b) whether orders have been placed for new telephone instruments; and

(c) if so, how many telephone instru-
ments will be replaced during 1989-90?

THE MINISTER OF STATE IN THE
MINISTRY OF COMMUNICATION (SHRI
GIRIDHAR GOMANGO): (a) Total number
of old telephone instruments to be replaced
as on 1.4.87 was 42,200. Out of these
17,640 have already been replaced.

(b) and (c). Yes, Sir. 14,000 telephones
have been proposed for replacement during
1989-90.

Special Leave Petitions Against Central Administrative Tribunal Decisions

1687. SHRI RAM BAHADUR SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether several officials of his
Ministry have filed special Leave Petitions in
the Supreme Court against the decision of
the Central Administrative Tribunal;

permission from his Ministry and the Law Officers;

(c) if so, whether the necessary permission was given to the concerned officials; and

(d) if not, what are the reasons thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L BHAGAT): (a) Yes, Sir.

(b) There are no Government instructions which restrain a Government servant from approaching Supreme Court challenging the decision of the Central Administrative Tribunal which affects his conditions of service.

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

Security of Non-Conventional Fuels

1688. SHRI K.P. UNNIKRISHNAN: Will the Minister of ENERGY be pleased to state:

(a) whether any estimates exist of the

demand for cooking fuel in domestic sector, and any policy laid down for its production and distribution;

(b) what is the percentage met by the LPG;

(c) whether any estimates exist of the fuel consumption of cow-dung, fire-wood, charcoal, and other vegetable wastes in the rural areas;

(d) whether there is an acute scarcity of these non-commercial fuels used in the domestic sector; and

(e) if so, the steps proposed to be taken to meet the shortages?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) to (e). As per estimates made by the Planning Commission, cooking energy forms nearly half of the total energy consumed at present in the country. According to a study conducted by the Advisory Board of Energy, the distribution of Fuel Consuming House holds % Cooking Sector is as follows:

<i>Fuel</i>	<i>Rural</i>	<i>Urban</i>
LPG	0.8	8.4
Kerosene	4.0	26.5
Soft coke	0.7	7.0
Non-commercial	94.5	58.1
	100.0	100.0

The percentage met by LPG has been worked out to be about 4.6. The estimates for consumption of cow-dung, firewood, charcoal, etc. in rural areas as brought out by NCEP Report 1978-79 is as follows:-

	(‘000 Tonnes)
Firewood	79322
Cow-dung	66755
Charcoal	73
Vegetable Wastes	29528

According to studies made by Advisory Board on Energy, shortages exist particularly in fuelwood and this could become serious in future. The steps being taken for meeting energy shortage are indicated below:

The department of Non-conventional Energy Sources (DNES) has already initiated well coordinated plan for the development of non-conventional energy sources which include inter-alia, the following:

- (i) Wide-spread utilisation of technologies based on non-conventional energy source which have reached a stage of maturity.
- (ii) Promotion of non-conventional energy sources technologies through demonstration, field testing, public awareness etc.
- (iii) Intensification of research and development activity in areas of long term prospect.

As a result thereof, by January 1989 under the Department of Non-Conventional Energy Sources sponsored programme over 54 lakh improved chulhas, 10.81 lakh biogas plants and 1.10 lakh solar cookers have been installed. Subject to availability of resources, these programmes can be expanded substantially.

National Wasteland Development Board has been set up with the object of bringing 5 million hectares of land every year under fuelwood and fodder plantations. This effort will be inclusive of—

- (i) Social forestry programmes of the State Governments.
- (ii) Social forestry plantations under the National Rural Employment Programme (NREP) and Rural Landless Employment Guarantee Programme (RLEGP) of the Department of Rural Development.
- (iii) Centrally sponsored scheme of Social forestry including Rural Fuelwood plantations.
- (iv) Plantations by villages communities, individual farmers and voluntary organisations.

In the 7th Plan, a new component was added under the Minimum Need Programme for meeting the cooking energy requirements specially in the rural areas. This includes provision of fuelwood under the Rural Fuelwood Plantation Scheme and the National Programmes of Improved Chulha and Biogas Development. A Working Group has been set up for the minimum Needs Programme for domestic cooking energy for the Eighth Plan.

Commercial Energy Consumption

1689. SHRI K.P. UNNIKRIISHNAN: Will the Minister of ENERGY be pleased to state:

- (a) the commercial energy consumption in terms of coal replacement, of oil products and electricity in 1985-86, 1986-87 and 1987-88 separately; and

(b) the projected requirements for the next five years?

(a) The information is give in the Statement below

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(b) The estimated requirements for the year 1994-95 are as under

Petroleum products	50.72 - 55.70* million tonnes
Electricity	384.76** billion Kwh.

* As per the report of the Energy Demand Screening Group of the Planning Commission.

£ As per the report of the 13th Electric Power Survey of India.

STATEMENT

Consumption of Petroleum products and Electricity

<i>Year</i>	<i>Petroleum Product for Energy use</i>	<i>Electricity</i>
(In Million Tonnes Coal Replacement)		
1985-86	252.64	128.38
1986-87	271.85	141.47
1987-88	296.46	152.04

Requirement of LPG for Domestic and Hotel Sectors

1690. SHRI K.P. UNNIKISHNAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the requirement of LPG for cooking purposes in domestic and hotel sectors in different regions; and

(b) the present production of LPG in quantitative terms in standard cylinders?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMADUTT): (a)

Approximately 1.46 MMT and 10,000 MT LPG per month are required in the country in the domestic and non-domestic sectors (including hotels) respectively;

(b) At present nearly 122 lakh LPG cylinders (refills) of 14.2 kg are being produced and supplied every month.

Resources of Coal and Lignite

1691. SHRI K.P. UNNIKISHNAN: Will the Minister of ENERGY be pleased to state the estimated resources both developed and under-developed of coal and lignite in the country?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): According to estimates made, the total reserves of coal and lignite in the country, have been assessed as follows:-

(in million tonnes)

Coal	-	1,76,330.35
Lignite	-	5,900.00

Of these, the proven reserves are as under:-

(in million tonnes)

Coal	-	52,135.12
Lignite	-	3,486.20

Discussion on Communication System with Foreign Countries

1692. SHRI P.M. SAYEED: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether he discussed with Government of Italy the problems of communication system in India during his recent tour abroad;

(b) if so, the salient features thereof;

(c) the understanding reached or the agreement signed as a result of the discussion; and

(d) the names of other countries visited by him and the main points of the discussion held in each case?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) to (c). A statement is given below.

(d) No other country was visited.

STATEMENT

Minister of State for Communications visited Italy on the invitation of the Minister of State for Communications, Government of Italy. During his stay the Minister of State (Communications) held discussions with Stet Group of Companies and visited several of their installations and factories. He also visited the R & D facilities of the State Group in Turin. General discussions were held on the need for cooperation between the Telecom. Department of the two countries. The Stet Group suggested that the existing relationship should further be expanded. Italian and Indian engineers have been visiting each other's facilities and having exchange of information. Some Indian engineers have already received training in Italy. The proposal is to expand these relationships and specific areas for cooperation were indicated. The Stet Group also offered to supply equipment for rural telecommunication in a couple of districts in India to demonstrate the capabilities of the equipment and if so desired transfer of technology for the manufacture can be offered.

Proposals for cooperation in research and development in micro electronics and radio propagation studies were also broadly discussed. These are to be finalised after further discussions.

The Minister of State (Communications) also visited the mechanised mail sorting facility of the Italian Post Office in Rome.

Expansion of Telephone Exchange in Cannanore Wyanad District of Kerala

1693. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have received

any representations for expansion of telephone exchange in Cannanore or Wyanad District of Kerala;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) and (c). Details & decisions of Government are furnished in the statement below.

STATEMENT

ANNEXURE

Details & Decisions by Government

<i>Representation</i>	<i>Decision</i>
1. Letter No. 193/87/103/CGM dated 29.11.1988 from Shri M. Ramachandran, M.P. regarding expansion of Anjarakandy exchange and provision of group dialling facility.	1. Anjarakandy exchange expanded from 200-300 lines on 12.3.88 and group dialling facility provided on 24.2.88 alongwith commissioning of Tellicherry exchange.
2. No. 145/103/Com/88 dated 28.7.88 from Shri M. Ramachandran M.P. reg. opening of new exchanges at Kadavathoor.	2. Proposal not technically feasible.
3. No. Nil dated 21.5.88 from Shri M. Ramachandran M.P. regarding expansion of Panamaram exchange and provision of group dialling facility.	3. Expansion not planned due to scarcity of equipment and group dialling facility will be provided after provision of reliable media
4. Letter No. 93/58/103/Com. dated 23.5.88 from Shri M. Ramachandran M.P. regarding expansion of Kuthuparamba exchange.	4. At present no proposal for further expansion of the exchange.
5. No. 110/108/Com/88 dated 15.6.88 from Shri M. Ramachandran M.P. regarding expansion of Cherukunnu exchange.	5. No plan for expansion due to shortage of equipment.
6. No. Nil dated 8.10.88 from Shri I. Rama Rai M.P. regarding improvement of Telecom. facilities in Ka	6. Various expansion planned for 8th plan.

<i>Representation</i>	<i>Decision</i>
sargode constituencies (Part of Cannanore)	
7. No. Nil dated 1.12.88 from Shri Ramachandran M.P. regarding expansion of Irkkur exchange.	7. 512 Port electronic exchange planned during 89-90.
8. No. 8/88/103/Com. dated 17.3.88 from Shri M. Ramachandran M.P. regarding expansion of Mananthody exchange.	8. Expansion would be taken as soon as indigenous equipment becomes available.

Development in Telecommunication System in Kerala	proposed to be opened in Kerala during 1989, district-wise;
1694. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:	(d) whether Government have any programme for intensive development of telecommunication system in the hilly and backward districts of Kerala; and
(a) the developments made in the telecommunication system in Kerala during 1988;	(e) if so, the details thereof?
(b) the number of telephone exchanges now functioning in Kerala, district-wise;	THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) The development activities completed during 1988 are as under
(c) the number of telephone exchanges	

(1) New exchanges opened	—	10
(2) Exchanges expanded	—	109
(3) Exchanges Automatised	—	4
(4) Telex Exchs. expanded	—	3
(5) TAX expanded	—	1
(6) New TAXs installed	—	1
(7) STNS. connected to TAX-	—	16
(8) Exchs. brought under inter/group Dialling-	—	25
(9) Transmissions system commissioned are as under		

(i) COAXIAL CABLE SYSTEMS

1. Cannanore-Mangalore	2. 6 Mhz.
2. Calicut-Palghat	12 Mhz.
3. Manjeri-Nilambur	2. 6Mhs.
4. Palghat-Mannarghat	2. 6Mhz.
5. Tirur-Trichur	2. 6Mhz.

(ii) MICROWAVE SYSTEMS

1. Calicut-Kalpetta	N/B
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(iii) OTHER SYSTEMS

Cable Carrier Systems	—	8 Routes
8-Channel Systems	—	9 Routes
3-Channel Systems	—	26 Routes
S+4 Dat Systems	—	5 Routes
12-Channel VFT System	—	6 Routes
24-Chl. IM VFT Systems	—	4 Routes

(b) The number of telephone ex- trict-wise:
changes functioning is given as under Dis-

1. Alleppey	—	41
2. Calicut	—	35
3. Cannanore	—	52
4. Ernakulam	—	62
5. Idikki	—	44
6. Kasaragod	—	36
7. Kottayam	—	55
8. Mallapuram	—	44

365	Written Answers	PHALGUNA 16, 1910 (SAKA)	Written Answers	366
9.	Palghat	—	61	
10.	Pathanamthitta	—	40	
11.	Quilon	—	50	
12.	Trichur	—	44	
13.	Trivandrum	—	32	
14.	Wyanad	—	18	
15.	U/T of Lakshadweep	—	9	
16.	U/T of Pondicherry	—	1	
Total for Kerala Circle		—	624	

(c) 14 new exchanges are programmed to be opened in Kerala Circle. District-wise split up is given as under:-

1.	Trivandrum	—	1
2.	Kottayam	—	1
3.	Ernakulam	—	1
4.	Iddiki	—	3
5.	Trichur	—	2
6.	Malapuram	—	2
7.	Calicut	—	1
8.	Wynad	—	1
9.	Cannanore	—	2

Out of the above 14 exchanges, three have already been opened, These are given as under:-

1.	Calicut	—	1
2.	Wynad	—	1
3.	Malapuram	—	1

(d) There is no separate plan exclusively for the development of hilly/backward areas.

(e) Does not arise.

Post Handled by Main/Head Post Offices

1695. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any study has been made to determine the quantity of post handled by each Post Office over a fixed period;

(b) if so, the first three Main/head Post Offices which handled the maximum post last year; and

(c) the percentage of the total communication done through Speed Post?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) Does not arise.

(c) Percentage of total traffic handled by Speed Post vis-a-vis total mails was only 0.00811%.

Use of FAX Machines

1696. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the places connected with the FAX facility:

(b) whether licence is required from Government for the use of the FAX machines;

(c) if so, the terms thereof and the institutions in the private sector which have been allowed the use of this communication system;

(d) whether Government propose to expand the coverage under FAX system; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) As on 28.2.89, Bureau FAX service is made available to Public from the Telegraph Offices at 54 stations. FAX facility is available for document transmission within India and abroad. A list of stations where Bureau FAX services are available is given in the statement below:-

FAX facility is also available to the parties on telephone lines and leased lines in the country. The subscribers have to procure their own FAX machines which are approved by the Department.

(b) and (c). Yes, Sir. Licence is required from the Government for the use of FAX machines on telephone lines/leased lines either for (i) subscriber's own use or for (ii) public use. The annual licence fee for use of FAX machines for own use is Rs. 3,000/-p.a. while it is Rs. 15,000/-p.a. for public use. Over 1,000 of such licences have so far been issued.

(d) and (e). Bureau fax service would be extended to cover all Central Telegraph Offices and Departmental Telegraph Offices in the country in the next two years.

STATEMENT

Station where Bureau Fax Service
Commissioned/Installed.

<i>Sl. No.</i>	<i>Station</i>
1	2
1.	Bombay
2.	Calcutta
3.	Madras
4.	New Delhi
5.	Guwahati
6.	Lucknow
7.	Jaipur
8.	Hyderabad
9.	Agra
10.	Port Blair
11.	Patna
12.	Bangalore
13.	Ahmedabad
14.	Shillong
15.	Secunderabad
16.	Srinagar (J & K)
17.	Shimla
18.	Ambala
19.	Chandigarh
20.	Ajmer

1	2
21.	Mangalore
22.	Trivandrum
23.	Pune
24.	Vishakapatnam
25.	Bhubneswar
26.	Kanpur
27.	Coimbatore
28.	Bhopal
29.	Madurai
30.	Kohima
31.	Mysore
32.	Vadodra
33.	Jodhpur
34.	Ranchi
35.	Allahabad
36.	Gangtok
37.	Dimapur
38.	Itanagar
39.	Imphal
40.	Aizwal
41.	Agartala
42.	Indore
43.	Jullandhar

1	2
44.	Nagpur
45.	Sholapur
46.	Panaji
47.	Rajkot
48.	Surat
49.	Nasik
50.	Vijayawada
51.	Ernakulam
52.	Cuttack
53.	Jammu Tawi
54.	Pondicherry

**Rehabilitation of Persons Displaced by
IB Valley Coalfields Authority in
Sambalpur**

1697. SHRI K. PRADHANI: Will the Minister of ENERGY be pleased to state:

(a) whether a large number of persons mostly belonging to the Scheduled Castes and Scheduled Tribes are likely to be displaced following the extension of mining activities by IB Valley Coalfields Authority in Sambalpur district of Orissa.

(b) if so, the number of persons who are going to be displaced and the compensation likely to be paid to them; and

(c) the arrangements made for their rehabilitation?

THE MINISTER OF ENERGY (SHRI VASANT SATHE): (a) and (b). Its is pro-

posed to open 5 new opencast mines in the Ib Valley in Orissa; three of which are already under construction. An estimated 741 families are likely to be displaced by these three projects. Of them, 123 families belong to S.C. and 321 families to S.T.

(c) People affected by land acquisition are paid compensation as admissible under the law which include payment equivalent to market value of the land and sclatium @ 30% of the market value. In addition, displaced persons get rehabilitation assistance in form of preference in employment, alternative house site, shifting allowance, avocational and professional training for self employment, etc.

Losses by Cement Corporation of India

1698. SHRI K. PRADHANI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Cement Corporation of India is incurring losses;

(b) if so, the details thereof during the last three years and the reasons therefor; and

(c) the steps taken or proposed to be taken to reduce the losses?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) The net losses incurred by CCI during the last three years are as follows:—

<i>Year</i>	<i>Rs. in crores</i>
1985-86	12.36
1986-87	21.02
1987-88	45.97

The main reasons for the losses are steep increase in the cost of inputs, increase in salaries and wages and loss of production on account of power shortages. At the same time, the increase in sales realisation per unit of cement, has not been commensurate with the increase in per unit cost of production.

(c) CCI have taken a number of steps to reduce the losses, such as productivity improvement, cost reduction, inventory control, augmentation of captive power generation facilities, effective preventive maintenance systems and modernisation of the various plants etc.

Electrification of Villages in Mayurbhanj District Orissa

1699. SHRI K. PRADHANI: Will the Minister of ENERGY be pleased to state:

(a) the number of villages in Mayurbhanj district of Orissa, which have not been electrified so far;

(b) whether Government have any proposal to provide electricity to such village;

(c) if so, the details thereof; and

(d) the total amount proposed to be spent thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) As per 1971 census, 1755 villages remain to be electrified in Mayurbhanj district of Orissa as on 31.1.1989.

(b) to (d). During 1988-89, Orissa State Electricity board has programmed to electrify 100 villages in Mayurbhanj Distt. under Rural Electrification Schemes financed by Rural Electrification Corporation. The remaining villages would be electrified during

the remaining period of VII Five year Plan and subsequent plans depending upon the availability of funds and other inputs. Based on the present day cost of village electrification, an amount of about Rs. 22 crores would be required for electrification of remaining villages.

Power Deficit

1700 DR. A.K. PATEL: Will the Minister of ENERGY be pleased to state:

(a) whether in the State Power Ministers' Conference in January, 1989, he had stated that the power deficit at the end of the Eighth Plan would increase by almost 10 percent from the existing level despite the massive investment envisaged in the sector;

(b) what is the present power deficit, State-wise; and

(c) the steps taken to meet the situation?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):
(a) No, Sir, the Minister for Energy had stated that the energy deficit at the end of the Eighth Plan period is expected to be about 2%.

(b) Statewise power deficit is given in the statement below.

(c) An additional generating capacity of about 38,000 MW has been tentatively envisaged for commissioning during the Eighth Plan period. For optimum utilisation of existing installed capacity, renovation and modernisation of some of the existing Thermal and Hydro power stations has been/is being undertaken. Reduction in transmission and distribution losses, efficient load management and energy conservation are some of the other measures which would improve the availability of power.

STATEMENT

Actual Power Supply Position for January, 89 and Cumulative for April, 88-January, 89 (Figures in MU net)

Region/State/System	January, 89				April, 88-January, 89			
	Requirement	Availability	Shortage	(%)	Requirement	Availability	Shortage	(%)
1	2	3	4	5	6	7	8	9
<i>Northern Region</i>								
Chandigarh	44	44	0	0.0	388	398	0	0.0
Delhi	825	819	6	1.0	5991	5951	40	0.7
Haryana	810	585	45	7.4	5828	5653	175	3.0
Himachal Pradesh	105	105	0	0.0	948	942	6	0.6
Jammu & Kashmir	285	201	84	29.5	2280	1839	441	19.3
Punjab incl. NFF	965	924	41	4.2	11359	11164	195	1.7
Rajasthan	900	687	33	3.7	7822	7429	193	2.5
Uttar Pradesh	2150	1969	181	8.4	19970	17792	2178	10.9
Total (N.R.)	5684	5294	390	8.9	54396	51168	3228	5.9

1	2	3	4	5	6	7	8	9
<i>Western Region</i>								
Gujarat	1800	1769	31	1.7	15364	15174	190	1.2
Madhya Pradesh	1477	1477	0	0.0	12134	11647	487	4.0
Maharashtra	2960	2892	68	2.3	26615	25795	820	3.1
Goa	47	47	0	0.0	443	443	0	0.0
Total (W.R.)	6284	6185	99	1.6	54556	53059	1497	2.7
<i>Southern Region</i>								
Andhra Pradesh	1700	1543	157	9.2	14616	13110	1506	10.3
Karnataka	1550	1170	380	24.5	13230	9590	3640	27.5
Kerala	595	530	65	10.9	5465	4819	646	11.8
Tamil Nadu	1630	1525	105	6.4	15845	14883	962	6.1
Total (S.R.)	5475	4768	707	12.9	49156	42404	6754	13.7

1	2	3	4	5	6	7	8	9
<i>Eastern Region</i>								
Bihar	500	471	29	5.8	4675	4279	396	8.5
D.V.C.	615	521	94	15.3	5950	5225	725	12.2
Orissa	630	487	143	22.7	5950	4891	1059	17.8
West Bengal	720	658	62	8.6	7230	6734	496	6.9
Total (E.R.)	2465	2137	328	13.3	23805	21129	2676	11.2
<i>N. Eastern Region</i>								
All India	20135	18610	1525	7.6	183969	169739	14230	7.7

Cost of Power Production

1701. DR. A.K. PATEL: Will the Minister of ENERGY be pleased to refer to the reply given on 22 November, 1988 to Unstarred Question No. 730 regarding cost of power and state the names and locations of the power generating units in each category

which have the minimum and maximum generating costs and costs per unit (Kwh)?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): The requisite information relating to the power project appraised is as under:—

<i>Type of Generation</i>	<i>Name of Station</i>	<i>State</i>	<i>Approximate cost/ Unit (P/Kwh)</i>
1	2	3	4
1. Gas based	Minimum: Baramura G.T. (Open Cycle)	Tripura	35.88
	Maximum: Dadri Combined* (NTPC)	U.P.	87.07
2. Coal based	Minimum: Farakka STPS* St. III (NTPC)	W.B.	40.59
	Maximum: Mangalore TPS*	Karnataka	90.10
3. Hydel	Minimum: Chalakudy* Stage-II	Kerala	18.90
	Maximum: Ghatghar*	Maharashtra	80.00
4. Nuclear	Minimum: RAPP	Rajasthan	41.14
	Maximum: MAPP	Tamilnadu	49.37
5. Wind Power			The cost of electricity generated from initial 0.5 MW demonstration wind farm projects based on 55 KW machines varies from Rs. Rs. 1.25 to Rs. to Rs. 1.50 per unit.
6. Solar			Electricity is not being generated commercially in the country using solar thermal technology as on date.

1	2	3	4
7. Micro Hydel			The cost of the generation per unit of the three micro hydel units of 100 KW in H.P. and Haryana is estimated at Rs. 0.70 at 60% PLF. The projects recently approved from Punjab, Orissa and M.P. have an estimated generation cost of Rs. 0.75 per unit.

* These Stations are yet to be commissioned.

Telecast of Sports Promotion Programmes

1702. SHRI V. SOBHANADREESWARA RAO: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether in view of dismal performance in Seoul Olympics, it is proposed to allot more time on Television to promote sports in the country;

(b) if so, the steps proposed to be taken: and

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) to (c). Notwithstanding the performance in Seoul Olympics, it has always been the endeavour of Doordarshan to telecast more and more sports programmes, both live and recorded. Doordarshan's efforts are to create awareness among the viewers about various disciplines of sports.

[Translation]

Distribution of LPG in Himachal Pradesh

1703. SHRI BALWANT SINGH RAMOOWALIA:
SHRI DINESH GOSWAMI:

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

(a) whether the distribution work of LPG in Himachal Pradesh has been entrusted to the State Civil Supplies Corporation by the Indian Oil Corporation;

(b) if so, whether this arrangement has been in existence in other States also;

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

(d) whether the State Civil Supplies Corporation in Himachal Pradesh has further entrusted the LPG distribution work to private parties; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (c).

As had been done in respect of the counterpart Corporations at several locations in many States, the Himachal Pradesh State Civil Supplies Corporation has been appointed LPG distributor in that State;

(d) and (e). The Himachal Pradesh State Civil Supplies Corporation has awarded the management of LPG distributorships at five locations viz., Nurpur, Nalagarh, Rampur, Bushahar and Jogindernagar to Registered Cooperatives, subject to distribution of LPG on no-loss no-profit basis.

Industrial training to youths in rural areas

1704. SHRI BALWANT SINGH RAMOOWALIA:
SHRI DINESH GOSWAMI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether grant is given by Khadi and village Industries Commission to State Boards for giving industrial training to youths in rural areas;

(b) if so, the amount given to the said boards during 1986-87, 1987-88 and 1988-89;

(c) the number of youths imparted training, tradewise and State-wise;

(d) whether these youths started cottage industries in their respective areas after getting the training; and

(e) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) KVIC does not provide any grant to State KVI boards for giving industrial training to youths in rural areas. KVIC, however, provides necessary infra-

structure support by way of Training Centres for training the rural youth in different trades in the KVI sector. The training of rural youth at these centres is the responsibility of the State Governments.

(b) to (e). Does not arise in view of (a) above.

Financial assistance by KVIC for running Industries

1705. SHRI BALWANT SINGH RAMOOWALIA:
SHRI DINESH GOSWAMI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether the Khadi and Village Industries Commission provides financial assistance direct or through State boards to the societies, cooperative societies and individual manufacturers for running their industries;

(b) if so, the details of the financial assistance provided by the Commission during 1986-87, 1987-88 and 1988-89, separately indicating the number of such societies and individuals;

(c) the details of the production made itemwise as a result of this financial assistance during each of the above three years;

(d) whether these loans have been recovered; and

(e) if so, the details of the loans recovered during the each of these three years?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Khadi & Village Industries Commission provides financial assistance directly to the registered institutions and cooperatives which are under its direct list and also to various State Boards which in

turn disburse to their assisted registered institutions, cooperatives and individual artisans for implementation of KVI programme.

(b) The details of funds disbursed by KVIC to its various implementing agencies during 1986-87, 1987-88 and 1988-89 (upto December, 31st) are as follows:

	<i>Funds Disbursed Khadi</i>		<i>(Rs. in crores) V.I.</i>	
	<i>Grant</i>	<i>Loan</i>	<i>Grant</i>	<i>Loan</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1986-87	42.14	26.29	16.57	44.55
1987-88	43.69	24.99	13.57	53.58
1988-89	31.04	13.31	11.92	33.57

(Provisional Upto 31.12.88)

Information on the number of cooperative societies, institutions and individuals who were assisted by KVIC is being collected and will be laid on the Table of the House.

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

(c) the details of scheme prepared for improving the power supply system in Delhi?

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

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(d) The loans disbursed during the period referred to in part (b) above have not yet become due to repayment.

(a) Yes, Sir.

(e) Does not arise in view of the position stated in 'd' above.

(b) and (c). A loan agreement to the extent of \$ 60 million for financing execution of works connected with establishment of a 400 KV transmission ring around Delhi was signed by DESU with the World Bank in 1987. The loan is a part of a larger World Bank loan of \$ 485 million being given for National Capital Regional Thermal Project and associated transmission system. The loan agreement also involves developing the overall frame work for improved distribution system in Delhi over the next 15 years and envisages (i) planning and design concepts aimed at improving reliability of supply and reduction of transmission and distribution losses, (ii) a distribution development plan upto 2005 and (iii) modernisation of DESU's load despatch centre.

1706.

World Bank Loan for improving Power supply in Delhi

1706. SHRI BALWANT SINGH RAMMOOWALIA: Will the Minister of ENERGY be pleased to state:

(a) whether the Delhi Electric Supply Undertaking has recently made a request for World Bank loan for modernising and improving power supply system in Delhi;

[English]

T.V. transmitters/Relay Centres in various districts

1707. SHRI PRATAPRAO B. BHOSALE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether T.V. transmitter have been set up in certain districts of the country during Seventh Plan;

(b) if so, the details thereof with criteria thereof; and

(c) the details of T.V. transmitters/relay centres in the country on 31 January, 1989?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). Yes, Sir. Twelve high power TV transmitters, eighty two low power TV transmitters and thirty nine very low power TV transmitters have been added to the network so far since the beginning of the Seventh Plan period.

Depending on the availability of re-sources, sites/locations of the transmitters are selected with a view to extending coverage to the maximum possible population in a phased manner, with due priority to rural, hilly, backward, tribal, remote, sensitive and border areas.

(c) As on 31st January, 1989 Doordarshan network consisted of fifty two high power TV transmitters, one hundred ninety seven low power TV transmitters and twenty nine very low power TV transmitters.

T.V. Transmitter In Giridih District (Bihar)

1708. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a high power T.V. transmitter is proposed to be set up at the highest Parasnath hill in Giridih district (Bihar) to save expenditure on setting up of T.V. centres in 10-15 district centres; and

(b) if so, when it is likely to be set up?

THE MINISTER OF PARLIAMEN-TARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) and (b). The VII Plan of Doordarshan includes a scheme for establishment of Low Power (100 W) TV transmitter at Giridih. However, there is no proposal to instal a high power TV transmitter in the district.

[English]

Swiss Assistance for modernisation of Talcher Power Plant, Orissa

1709. SHRI SRIBALLAV PANIGRAHI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal to modernise the thermal power plant at Talcher in Orissa;

(b) if so, the estimated cost of the modernisation programme;

(c) whether Sweden is giving financial assistance for the modernisation of that thermal power plant; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINIS-TRY OF ENERGY (SHRI KALPNATH RAI): (a) to (d). Four units of 62.5 Mw each at the Talcher Thermal Power Station of the Orissa State Electricity Board (OSEB) are covered under the Centrally Sponsored Renovation and Modernisation Programme which is under implementation. The cost of the

scheme is about Rs. 36 crores and it does not include certain activities (modifications to the boilers and replacement of existing mills) for which detailed engineering studies were required to be carried out. On the request of the OSEB, a Swedish Combine have carried out the studies and formulated a proposal for the rehabilitation of the units at an estimated cost of about Rs. 142 crores, including normal customs duty.

Upgradation of branch and sub-post offices in Orissa

1710. SHRI SRIBALLAV PANIGRAHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of branch post offices and sub-post offices upgraded in Orissa in 1988; and

(b) the branch and sub-post offices in the State proposed to be upgraded in 1989?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRDHAR GOMANGO): (a) So far, during the current year (1988-89), one branch post office has been upgraded as a sub post office in Orissa. No Sub office has been upgraded as a head office.

(b) The guidelines for creation of posts applies to upgrading the status of existing post offices also. Such proposals are considered only when matching savings are available or Non-returnable Contribution is forthcoming from interested parties. At present there is no mature proposal for upgrading of any post office in Orissa.

Fire in BPCL Refinery, Bombay

1711. SHRI SRIBALIAV PANIGRAHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Committee constituted to enquire into the causes of fire in the Bharat Petroleum Refinery in November, 1988 has submitted its report;

(b) if so, the causes of the fire as revealed from the investigation report;

(c) the steps taken to prevent recurrence of such incidents in future; and

(d) the action taken against the persons found responsible?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (d). The Committee constituted by the Government to enquire into the causes of the fire in the Bharat Petroleum Refinery in November, 1988 has not submitted its report.

Supply of Kerosene to Orissa

1712. SHRI SRIBALLAV PANIGRAHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the kerosene supply to Orissa is less than the demand;

(b) if so, the total demand of that State and the allocation made in 1988; and

(c) the steps taken to increase the allocation in 1989?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) to (c). The kerosene requirements of States and UTs including Orissa are assessed by allowing suitable growth rate over the allocations made in the corresponding period of the previous year, and allocations are made accordingly. Besides the regular allocations, adhoc releases are also given to meet specific situations like floods, drought, shortage

of LPG, etc. The details of allocations and supplies made to Orissa during 1988 are given below:

(figures in tonnes)

<i>Month</i>	<i>Regular allocation</i>	<i>Adhoc allocation</i>	<i>Total allocation</i>	<i>Supplies</i>
1	2	3	4	5
January '88	12100	—	12100	11825
February '88	12100	—	12100	10374
March'88	10785	215	11000	11674
April'88	10785	215	11000	11029
May'88	10785	415	11200	10237
June'88	10785	—	10785	9802
July'88	11515	—	11515	11172
August'88	11515	—	11515	12223
September'88	11515	389	11904	12340
October'88	11515	—	11515	13017
November'88	12915	585	13500	12632
December'88	12915	—	12915	13317

The allocation of kerosene to Orissa made in accordance with the existing policy is, by and large, considered adequate to meet the demand of the genuine consumers in the State. The above policy is proposed to be continued during 1989-90.

Commissioning of coal handling plants by Western Coalfields Limited

1713. DR. KRUPASINDHU BHOI: Will the Minister of ENERGY be pleased to state:

(a) whether the Western Coalfields Limited has commissioned some coal handling plants; and

(b) if so, the cost and capacity of those plants?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFFAR SHARIEF): (a) and (b). Fourteen Coal Handling Plants and Eighteen Mini Coal

Handling Plants with a total capacity of 16.94 million tonnes per annum were already commissioned in Western Coalfields Limited upto 1987-88. During 1988-89 three

more Coal Handling Plants were commissioned in Western Coalfields Limited as per details given below:—

S.No.	Name of the Project	Capacity (in million tonnes)	Cost (Rupees in lakhs)
1	2	3	4
1.	Shobhapur Underground	1.00	168.47
2.	New Majri Phase II	1.00	238.00 (including Phase I)
3.	Durgapur Opencast	2.00	427.00

Petrol Pumps in Orissa

1714. DR. KRUPASINDHU BHOI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of petrol pumps set up in Orissa so far;

(b) whether it is proposed to award some new petrol dealerships in that State;

(c) if so, the number of new petrol pumps proposed to be set up in Sambalpur district; and

(d) the other places where the petrol pumps are going to be installed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) The number of Retail Outlets (Petrol/Diesel) set up in Orissa so far is 305;

(b) to (d). In addition to the above, upto the Annual Retail Marketing Plan 1987-88, oil companies have proposed 44 locations in Orissa State for development of Retail Outlets (Petrol/Diesel). Out of these, 4 locations are to be developed in Sambalpur District at

Attabira, Barpali, Gandhi Chak & Bargarh.

Setting up of power project with USSR Assistance

1715. DR. KRUPASINDHU BHOI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal to set up some power projects in the country with the help of USSR;

(b) if so, the extent of help proposed to be made available by Soviet Union for those power projects;

(c) the States where power projects are proposed to be set up with the collaboration or assistance of USSR; and

(d) the capacity, cost and expected time of the commencement of power generation in those projects?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). An Inter-Government Protocol was signed between India and the USSR on 20-11-1988 according to which the Soviet Union agreed to provide assistance for

implementation of power projects upto a capacity of 6000 MW by 2000 A.D.

(c) and (d). The following projects alongwith their associated transmission

systems, expected to be commissioned during the Eighth Plan period were identified in the said Protocol for being set up with Soviet assistance:—

<i>S.No.</i>	<i>Name of the Project and State</i>	<i>Capacity (Rs. in crores)</i>	<i>Estimated Cost</i>
1	2	3	4
1.	Vindhyachal TPS-Stage-II (M.P.)2x500 MW		2086.40
2.	Maithon TPS (Bihar)	3x210 MW	1205.80 (for 4 units of 210 MW each)
3.	Kayamkulam TPS (Kerala)	2x210 MW	810.83
4.	Mangalore TPS (Karnataka)	2x210 MW	621.17
5.	Kol Dam (H.P.)	4x200 MW	942.51

Technical know-how for manufacture of Vitamin-A

1716. DR. PHULRENU GUHA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the technical know-how for manufacture of Vitamin-A is available in the country; and

(b) if not, from where the requisite technical know-how is proposed to be obtained?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) Does not arise.

Post Office in Midnapur District, West Bengal

1717. DR. PHULRENU GUHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Sub-Post Offices in Midnapur district of West Bengal; and

(b) the number out of them in Contia sub-division?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) and (b). The information is as follows:

	<i>Midnapur District</i>	<i>Contia Sub Division</i>
(i) Number of departmental sub-post offices.	154	46
(ii) Number of Extra departmental Sub post offices.	31	8
Total	185	54

Production of Coal by Singareni Collieries Limited

1718. SHRI BHADRESWAR TANTI: Will the Minister of ENERGY be pleased to state the quantity of coal produced by the Singareni Collieries Limited in 1987-88 and 1988-89?

THE MINISTER OF STATE IN THE DEPARTMENT OF THE COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JAFAR SHARIEF): Coal production in Singareni Collieries Company Limited, during 1987-88, was 16.40 million tonnes. In the current year, 1988-89, upto February, 1989 the company has produced 16.69 million tonnes, as compared to 15.28 million tonnes produced the corresponding period of 1987-88.

Recommendations of Central Molasses Board

1719. SHRI BHADRESHWAR TANTI: Will the Minister of INDUSTRY be pleased to state:

(a) the recommendations made by the Central Molasses Board during the last three years in the respect of molasses and alcohol industries;

(b) whether these recommendations have been implemented by Government; and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) A statement is given below.

(b) The recommendations have been implemented by and large.

(c) Does not arise.

STATEMENT

The main recommendations of the Central Molasses Board made during the last three years are summarised below:

1. Review of policy on pricing and distribution of alcohol and molasses including upward revision of alcohol and molasses prices.
2. Inter-State allocation of alcohol and molasses to ensure equitable distribution. Priority to be accorded in the matter to the Chemicals Industry.
3. Exemption from custom duty/permit fee etc. on imported alcohol during the year of shortfall in indigenous production.
4. Allocation of molasses on priority basis for use in cattle feed during the drought years.
5. Rationalisation of export pass fee and other levies by the State Governments.
6. Provision of proper pucca storage facilities for molasses.
7. Utilisation of non-conventional raw materials for manufacture of potable alcohol.
8. Grant of incentives for improvement/modernisation in conversion efficiency, through loans from financial institutions.
9. Upgradation of technology by the distilleries for ensuring effective pollution control.
10. Control on Khandsari molasses by the State Governments.

Coal Slurry-Pipeline linking New Mazri Mines with Chandrapur Thermal Power Station, M.P.

1720. SHRI RANJIT SINGH GAEKWAD: Will the Minister of ENERGY be pleased to state:

(a) whether Government had decided to take up the project of coal slurry pipeline from New Mazri mine to Chandrapur Thermal Power station of M.P. State Electricity Board more than an year ago;

(b) if so, the details of the cost involved and time schedule for its completion;

(c) whether Government have also planned to take up the project to link thermal power stations of Gujarat with coal mines of Madhya Pradesh by coal slurry pipeline; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI C.K. JEFFAR SHARIEF): (a) and (b). Government have approved the preparation of a Detailed Project report (DPR) for a Demonstration Coal Slurry Pipeline of about 30 Kms. in length from New Majri coal mines of Western Coalfields Ltd. to the Chandrapur Thermal Power Station of the Maharashtra State electricity Board. The investment proposal on the pipeline will have to await the preparation of the DPR.

(c) and (d). No such proposal is under consideration of the Government at present.

Power situation in Gujarat

1721. SHRI RANJIT SINGH GAEKWAD: Will the Minister of ENERGY be pleased to state:

(a) whether the total installed capacity of the power units in Gujarat in less than the requirement;

(b) if so, the details of the existing installed capacity of the thermal and hydel power stations in the State and the capacity likely to be augmented by the end of Seventh Plan; and

(c) the estimated requirement of power for the State in the terminal year of Eighth Plan, the capacity likely to be augmented and estimated cost of the power projects likely to be set up during Eighth Plan in the State?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) and (b). The energy requirement and availability in Gujarat during the period April-January, 1989 was 15364 and 15174 Million Units respectively. The details of the existing installed capacity in Gujarat as on 26.2.1989 are given in the statement below. A capacity of 1085 MW is envisaged to be added during the Seventh Plan.

(c) As per the 13th Annual Power survey report, the estimated energy requirement in the terminal year (i.e. 1994-95) of the Eighth Plan would be 27159 million units. The Eighth Plan for Power Sector has not yet been finalised.

STATEMENT

Details of the existing generating capacity of the thermal hydel power stations in Gujarat as on 26.2.89

<i>Organisation</i>	<i>Station</i>	<i>Installed Generating capacity (MW)</i>
<i>1</i>	<i>2</i>	<i>3</i>
G.E.B.	<i>Thermal</i>	
	Dhuvaran (T)	534
	Ukai	850
	Gandhi Nagar	240
	Wanakbori	1260
	Sikka	120
	Utran	61
	Dhuvaran (GT)	54
	Others	23
	Total (GEB) Thermal	3142
AECO (Pvt.)	AECO (Old)	161
	Sabarmati	330
	Total (Pvt.)	491
	Total Gujarat (Thermal)	3633
	<i>Hydro</i>	
G.E.B.	Ukai	300
	Ukai LBC	5
	Total (Hydro)	305

[*Translation*]

Import of papers

1722. SHRI KALI PRASAD PANDEY: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Delhi Printers Association has requested to import paper;

(b) if so, the reasons therefor;

(c) the quantity of paper proposed to be imported during this year and the amount involved;

(d) the time by which this paper would be distributed among the major newspapers and printers; and

(e) the annual production of various types of paper in the country and its percentage to the total demand?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL. RAO): (a) No, Sir.

(b) to (d). do not arise.

(e) The production of paper and paper board in the country during 1988 was of the order 17.20 lakh tonnes. The present production more or less matches the demand.

Functioning of Rural post offices

1723. SHRI SHANTI DHARIWAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have received complaints that working hours in rural post offices are not strictly observed;

(b) whether Postal Orders and money order forms are also not available in these post offices;

(c) whether the Post Masters refuse to open saving bank accounts in these post offices;

(d) whether Government have received such complaints from Rajasthan as also from other States; and

(e) if so, the steps taken/proposed by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) There are occasional complaints against rural post offices regarding non-observance of the prescribed working hours.

(b) No, Sir.

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

(d) One complaint against a particular post office regarding non-observance of working hours was received in Rajasthan Circle. Occasionally there are such complaints in other States also.

(e) In all such cases, necessary enquiries are made and remedial steps are taken and the erring officials are suitably dealt with.

Koel Karo Hydel Project in Bihar

1724. SHRI SARFARAZ AHMAD: Will the Minister of ENERGY be pleased to state:

(a) the progress of work on the Koel Karo Hydel Project being set up in Bihar by the National Hydro-electric Power Corporation;

(b) the total expenditure incurred on the project so far;

(c) whether land has since been acquired for the project;

(d) the strength of the staff working on the project and the annual expenditure being incurred thereon; and

(e) the time by which the project is expected to be ready?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI):

(a) Only preliminary infrastructural facilities such as residential quarters, office building and store sheds have so far been constructed at Koel Karo HE Project.

(b) An expenditure of about Rs. 7.05 crores has been incurred on the project upto January, 1989.

(c) Apart from 191 acres of land acquired earlier by Bihar State electricity Board which was handed over to NHPC, no other land has been acquired for the project.

(d) The staff strength of the project at the end of January, 1989 was 183. The annual expenditure on the pay and allowances of the staff is Rs. 40.80 lakhs (approx).

(e) The project is scheduled to be completed in 87 months from the date of investment decision to the revised estimates of the project for Rs. 1037.97 crores, which has been techno-economically cleared by CEA.

[English]

T.V. viewing facilities to Maharashtra-Karnataka Border Areas

1725. PROF. MADHU DANAVATE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is proposed to telecast and relay Marathi TV programmes of Bombay Doordarshan for the viewers of the

Maharashtra-Karnataka border areas through Panaji-Goa as well as through a T.V. transmitter at Kalanandiged Fort in Chandgad taluka in Kolhapur district;

(b) if so, the action taken so far in this regard; and

(c) when the implementation of the proposal is expected?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): (a) to (c). The high power (10 KW) TV transmitter at Panaji (Goa) already relays programmes produced and telecast by Doordarshan Kendra, Bombay. However, whereas the low power TV transmitter at Kolhapur also relays programmes operating from Doordarshan Kendra, Bombay, there is no scheme in the VII Plan for establishment of a TV transmitter at Kalanandiged Fort in Chandgad Taluka of Kolhapur district.

Telecommunication system between India and Pakistan

1726. SHRI BALASAHEB VIKHE PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether an Indian team of telecommunication experts visited Pakistan recently;

(b) if so, the details thereof;

(c) the matters discussed there with particular reference to the improvement of telecommunication system between the two countries; and

(d) the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, Sir.

(b) The meeting was held from 14 to 16 February, 1989 in Pakistan. The composition of Indian team was as below:

- (i) General Manager, Maintenance, Northern Telecom Region, New Delhi.
- (ii) Deputy Director General, (TRF) Telecom Board, Department of Telecom, New Delhi.
- (iii) Director (ML) Telecom Board, Department of Telecom, New Delhi.
- (iv) Director, Satellite, (Maintenance) Northern Telecom, Region, New Delhi.

(c) The telecommunication operational coordination meetings are being held twice a year, once in India and once in Pakistan to discuss the operational matters concerning telecommunications between the two countries for improvement and augmentation of telecommunication service.

The subjects of maintenance of circuits, augmentation of telecom facilities and review of performance were discussed.

(d) For improvement of performance, both sides agreed to take regular tests, exchange traffic data and monitor efficiency of the circuits. It was also agreed to close down some manual circuits having low volume of traffic. Depending upon traffic, both sides agreed to examine and augment automatic service between the two countries. The operational technical matters were discussed and agreed for implementation.

[*Translation*]

Public call offices in Pithoragarh, U.P.

1727. SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any representations have been made during the last three months for opening of Public Call Offices in District Pithoragarh, Uttar Pradesh; and

(b) if so, the details thereof and the action contemplated by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) Yes, sir.

(b) 53 proposals have been received for opening PCOs. Out of these, PCOs at 7 places namely 1. Chingri, 2. Pandar Lima, 3. Peepli, 4. Rithasahil, 5. Bhingrade, 6. Satgarh & 7. Nayabazar have been sanctioned. Proposals for PCOs at Hachila and Khela have not been accepted. The remaining 44 proposals are under examination.

Installation of C-Dot Electronic Exchanges in Uttar Pradesh

1728. SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the manufacturing of C-Dot Electronic Exchanges is going on as per the rated capacity;

(b) if so, the number of such exchanges manufactured so far and the number of exchanges actually installed;

(c) the names of places in Uttar Pradesh where these exchanges have been set up;

(d) whether such exchanges are also proposed to be set up in Almora and Pithoragarh districts of Uttar Pradesh;

(e) if so, the locations thereof; and

(f) if not, the reasons therefor and the time by which these are likely to be set up

and where?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) Out of 90 C-Dot exchanges manufactured, 52 have been installed so far;

(c) to (e). In Uttar Pradesh C-Dot exchanges are installed in Jagdishpur, Amethi and Salon. No such exchanges were proposed to be set up in Pithoragarh District in 1988-89.

(f) No C-Dot Rax type exchanges were allotted to Almora and Pithoragarh districts during 1988-89. C-Dot Rax's are proposed to be set up at Lohaghat and Dharchula District Pithoragarh during 1989-90 subject to availability of equipment.

[*English*]

Generation of power by Private Parties

1729. SHRI HUSSAIN DALWAI: Will the Minister of ENERGY be pleased to state:

(a) whether Government have agreed in principle to allow private parties to generate power both in conventional and non-conventional sectors;

(b) the terms and conditions laid down therefor;

(c) whether the private parties will be allowed to transmit the energy directly; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER IN THE MINISTRY OF ENERGY (SHRI KALPNATH RAI): (a) to (d). The policy with regard to the generation and distribution of electricity continues to be regulated by the Industrial

Policy Resolution of 1956. The expansion of the existing privately-owned utilities or the establishment of new units in the private sector is not precluded under the Resolution.

The question of facilitating participation of the private sector in power generation in receiving attention. The necessary modalities in this regard are also being examined.

Mishra Committee Report on pay scales in Public Sector Units

1730. SHRI G.S. BASAVARAJU:
SHRI S.M. GURADDI:
SHRI KALIPRASAD PANDEY:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Union government have taken a decision on the Justice Mishra Committee Report on the pay scales in public sector units;

(b) if so, the details of recommendations accepted by Government; and

(c) the steps taken to implement the same?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). The High Power Pay Committee, which was headed by Mr. Justice R.B. Mishra submitted its report to the Government on 24.11.1988. The recommendations made by the committee are under active consideration of the Government.

[*Translation*]

Supply of under weight LPG cylinder

1731. SHRI SHANTI DHARIWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have received any complaints regarding supply of under weight LPG cylinders to the consumers by the gas agencies;

(b) if so, the action taken by Government thereon;

(c) whether instructions have been issued to gas agencies to make available the facility of weighing the cylinder in case a consumer complains of under weight gas cylinder;

(d) if so, whether steps have been taken to ensure that the gas agencies maintain weighing machines in perfect condition and weigh the cylinders on demand?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) and (b). Yes, Sir; all such complaints are investigated promptly by the Oil Marketing companies and, if established, the under filled cylinders are replaced free of cost;

(c) and (d). Instructions have been given by the Oil Companies to the LPG distributors to maintain weighing scales in their godowns and to weigh the cylinders on demand. Periodical checks are made by the Oil Companies to ensure that the weighing scales are kept in good condition.

[English]

Concessions to Industry on Import of Capital Goods

1732. SHRI VIJOY KUMAR YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government contemplate to allow tariff concessions to industry on imports of capital goods for modernisation; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) and (b). Under the Technological Upgradation Scheme (TUS), being administered by the Industrial Development Bank of India (IDBI), the import of specified capital equipments required for the manufacture of power generation equipment, machine tools, ferrous castings, steel forgings and selected item of industrial machinery is being allowed at concessional rate of customs duty.

In the Budget proposals for 1989-90, the Technological Upgradation Scheme for the capital goods industry is proposed to be extended to four new sectors viz. Cutting Tools, Commercial Tool Rooms, Textile Machinery and Paper Machinery.

Earth Station at Bhubaneswar

1733. SHRIMATI JAYANTI PATNAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the proposal to set up an Earth Station at Bhubaneswar is pending since long;

(b) if so, the reasons for the delay;

(c) whether the Earth Station is proposed to be set up in 1989; and

(d) if so, the steps taken in that direction so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHAR GOMANGO): (a) An earth station at Bhubneswar is already existing and is operational since 18th July, 1982.

(b) to (d). Do not arise.

[English]

12.00 hrs.

KUMARI MAMATA BANERJEE (Jadavpur): Sir, it is a matter of great concern that all the Congress M.L.As. have decided to resign from the Legislature as there is no democracy in West Bengal. Democracy is in danger there. (*Interruptions*). We want security. (*Interruptions*). The Government of India and Home Minister should intervene in this matter. (*Interruptions*)

SHRI AMAL DATTA (Diamond Harbour): Sir, Mr. Ghani Khan Chowdhary is inciting the people to violence. He cannot be a Member of the House because the dignity of the House is involved here. (*Interruptions*)

SHRI BASUDEB ACHARIA (Bankura): He is inciting the people to violence in West Bengal. (*Interruptions*)

KUMARI MAMATA BANERJEE: Democracy is going to be ruined in West Bengal. There is no democracy there. (*Interruptions*). The Home Minister should intervene. Otherwise, I will go on hunger strike.

12.01 hrs.

At this stage, Kumari Mamata Banerjee came and sat on the floor near the Table.

SHRI AMAL DATTA: What he is doing is not in keeping with the dignity of the House. (*Interruptions*). He wanted the people to take up arms. He is inciting the people to violence. (*Interruptions*)

MR. SPEAKER: Nothing goes on record.

(*Interruptions*)*

MR. SPEAKER: Please sit down.

12.02 hrs.

At this stage, Kumari Mamata Banerjee went back to her seat.

MR. SPEAKER: I feel surprised when all of you shout.

SHRI BASUDEB ACHARIA: Please call us one by one.

MR. SPEAKER: No, no. The question is, when you are awake, you pretend as if you are sleeping. You are also wrong, she is also wrong. Both are wrong.

SHRI BASUDEB ACHARIA: How are we wrong?

MR. SPEAKER: Ask me.

(*Interruptions*)

MR. SPEAKER: Order, order. Sit down. The question is, under the Constitution the State Governments are responsible for law and order.

(*Interruptions*)

MR. SPEAKER: Yes, whatever it may be, there is a Governor. He can recommend to the Central Government that the Government is not running according to the Constitution and that Government can be dismissed. That is why the Governor is there, I cannot do anything here. the same applies here. Any Member of Parliament is as good in the eyes of the law as any other ordinary persons. If he breaks any law, he is punishable under the law. So, you are wrong, she is wrong are both are wrong.

(*Interruptions*)

SHRI AMAL DATTA: We want you to act, we want the House to act because he is an M.P.

MR. SPEAKER: If the Government there has become so incompetent as not to take any action, I cannot do it here.

(Interruptions)

[*Translation*]

SHRI HARISH RAWAT (Almora): Mr. Speaker, Sir, it is posing a threat to the democracy *(Interruptions)* what sort of administration is there? *(Interruptions)*

[*English*]

SHRI AMAL DATTA: Sir, may I read this? *(Interruptions)*

MR. SPEAKER: Don't you realise what is the law made for?

SHRI AMAL DATTA: In Mudgal's case it has been laid down that if a Member of Parliament acts in a way which is derogatory to the dignity of the House, the House can take action.

MR. SPEAKER: The law will take its own course, don't waste my time.

SHRI BASUDEB ACHARIA: He is a Member of the House.

MR. SPEAKER: It does not matter.

SHRI BASUDEB ACHARIA: can he incite the people there to violence?

MR. SPEAKER: What is the Government there for? Is it not competent to take action?

(Interruptions)

MR. SPEAKER: It does not matter. He can be hauled up under the law.

SHRI BASUDEB ACHARIA: Sir, you are also here, he is a Member of this House. *(Interruptions)*

MR. SPEAKER: You are unnecessarily shouting.

(Interruptions)

SHRI AMAL DATTA: It involves the honour of the House. *(Interruptions)*

MR. SPEAKER: I do not understand such things. I understand one things. The law must be enforced and according to the Constitution, it must be done.

(Interruptions)

MR. SPEAKER: What has this House to do with it? It is the State Government which has to enforce law and order.

(Interruptions)

MR. SPEAKER: Sit down now. I cannot do anything. Let the Government there take action.

SHRI THAMPAN THOMAS (Mavelikara): A few thousand Indian contract workers have been on hunger strike in Kuwait and the External Affairs Ministry has not done anything. *(Interruptions)*

MR. SPEAKER: You give me, I will see to it.

SHRI THAMPAN THOMAS: The External Affairs Ministry must intervene to save these people who are held up in Kuwait. *(Interruptions)*

MR. SPEAKER: Why are you shouting? I will look into it. I will take notice of what

you have given. There is no problem.

SHRI SURESH KURUP (Kottayam)
We are not shouting. The Minister should make a statement. It is a serious matter. (*Interruptions*)

MR. SPEAKER: Mr. Thomas, I will see what can be done. But why are you shouting? This is not the way.

(*Interruptions*)

MR. SPEAKER: If all of you shout, I will sit back.

(*Interruptions*)

MR. SPEAKER: Nothing goes on record. All this is irrelevant. I am not going to listen.

(*Interruptions*)*

[*Translation*]

SHRI HARISH RAWAT: Over one thousand ex-servicemen working in various branches of the State Bank of India and the Reserve Bank of India are sitting on 'Dharna'.

[*English*]

SHRI AJAY MUSHARN (Jabalpur): 1,000 Ex-servicemen employed in the Reserve Bank of India are setting on hunger strike today I want the Parliamentary Affairs Minister who is here to intervene and tell the hon. Finance Minister to have some dialogue with them. (*Interruptions*)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTRY OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): Sir, I will bring this

to the notice of the Minister concerned.

MR. SPEAKER: Why should they raise it here like this? They can talk to you.

PROF. MADHU DANDAVATE (Rajapur): Mr. Speaker, Sir, about the budgetary process...

MR. SPEAKER: I have received your notice.

PROF. MADHU DANDAVATE: I am not referring to the privilege. The Finance Minister has included Rs. 2300 crores of public oil fund in the receipts to create an impression that the overall deficit was low...

MR. SPEAKER: He is talking without my permission.

PROF. MADHU DANDAVATE: No, I am saying with your permission (*Interruptions*)

MR. SPEAKER: I am saying that your notice has been taken care of.

PROF. MADHU DANDAVATE: Are you referring to the public oil fund which was included in the receipts?

MR. SPEAKER: All right. Papers to be laid.

SHRI J. VENGLA RAO.

(*Interruptions*)

12.07 hrs

lay on the Table:

[English]

PAPERS LAID ON THE TABLE

Review on the Working of and Annual Report of Indian Drugs and Pharmaceuticals Ltd., Gurgaon for 1987-88 and Statement for delay in laying these papers

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): I beg to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:-

(i) Review by the Government on the working of the Indian Drugs and Pharmaceuticals Limited, Gurgaon, for the year 1987-88.

(ii) Annual Report of the Indian Drugs and Pharmaceuticals Limited, Gurgaon, for the year 1987-88 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT-7436/89]

Notification under Industries (Development and Regulation) Act, 1951 and Annual Accounts and Review on the Audited Accounts of Coir Board, Cochin for 1987-88 and Statement for Delay in Laying these papers

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): I beg to

- (1) A copy of Notification No. S.O. 326 (E) (Hindi and English versions) published in Gazette of India dated the 30th March, 1988 regarding extension of period to take over of management of Apollo Zipper Company Private Limited, Calcutta upto 31st March, 1989, under sub-section (2) of section 18AA of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT-7437/89]

- (2) A copy of Notification No. S.O. 327 (E) (Hindi and English versions) published in Gazette of India dated the 30th March, 1988 regarding extension of period of take over of management of Messrs Lily Biscuit (Private) Limited and Messrs Lily Barley Mills (Private) Limited, Calcutta upto 31st March, 1989, under sub-section (2) of section 18A of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT-7438/89]

- (3) (i) A copy of the Annual Accounts (Hindi and English versions) of the Coir Board, Cochin, for the year 1987-88 together with Audit Report thereon, under sub-section (4) of section 17 of the Coir Industry Act, 1953.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the Audited Accounts of the Coir Board, Cochin, for the year 1987-88.

- (4) A statement (Hindi and English versions) showing rea-

sons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT-7439/89]

Gujarat after consuming methyl alcohol....
(*Interruptions*)

KUMARI MAMATA BANERJEE
(Jadavpur): It is a serious matter.

MR. SPEAKER: You give me notice. I will take care of it. It is not like this.

(*Interruptions*)

PROF. SAIFUDDIN SOZ (Baramulla): Sir, BJP is spreading communalism in the country. I want to say a word about BJP resolution.

SHRI SURESH KURUP (Kottayam): Thousands of workers are on strike in Kuwait. Government should issue a *suo motu* statement. (*Interruptions*)

PROF. SAIFUDDIN SOZ: I want your reaction on the BJP resolution.

MR. SPEAKER: I cannot say anything.

SHRI RANJIT SINGH GAEKWAD: 137 people have died after consuming methyl alcohol in Gujarat and more people are dying.

MR. SPEAKER: That State Government is responsible for law and order.

SHRI RANJIT SINGH GAEKWAD: On humanitarian ground, we must say something.

MR. SPEAKER: The State Government is there. The State Assembly is there. Mr. Gaekwad, what can we do here?

SHRI RANJIT SINGH GAEKWAD: This sort of incident should be stopped all over the country.

MR. SPEAKER: Same thing about West Bengal; same thing about yours. State Government is there.

SHRI RANJIT SINGH GAEKWAD: I have given a notice. I hope you will allow me.

12.08 hrs.

PAY COMMITTEE ON AMENITIES,
FACILITIES, SPECIAL ALLOWANCES
AND OTHER GENERAL MATTERS FOR
THE OFFICERS AND STAFF OF RAJYA
SABHA AND LOK SABHA SECRETARI-
ATS

[*English*]

Third Report

SECRETARY-GENERAL: I beg to lay on the Table a copy of the Third Report (Hindi and English versions) on Amenities, Facilities, Special Allowances and other general matters of the Committee of Parliament appointed to report on the structure of pay, allowances, leave and pensionary benefits for the Officers and Staff of the Rajya Sabha and Lok Sabha Secretariats. [Placed in Library. See No. LT-7440/89]

COMMITTEE OF PRIVILEGES

[*English*]

Fourth Report

SHRI V.N. GADGIL (Pune): I beg to present the Fourth Report (Hindi and English versions) of the Committee of Privileges.

[*English*]

MR. SPEAKER: I am not going to listen to anything like this.

SHRI RANJIT SINGH GAEKWAD (Baroda): Sir, 137 people have died in

PROF. SAIFUDDIN SOZ: BJP has adopted a resolution. It is potentially dangerous to the unit of the country. They have no right to ask for the dissolution of the Minorities commission. (*Interruptions*)

MR. SPEAKER: The Calling Attention has been postponed on the request of the Members. Now Matters under Rule 377.

PROF. SAIFUDDIN SOZ: BJP is spreading communalism in the country. I want the House to take notice of it.

MR. SPEAKER: I am against all communalism.

PROF. SAIFUDDIN SOZ: BJP is spreading communalism in the country. I want you to take note of it. What is your reaction?

MR. SPEAKER: I am just impartial. I am against communalism.

PROF. SAIFUDDIN SOZ: Referring to Salman Rushdie's book, even Shankaracharya has said that it is blasphemy. But, BJP is applauding Rushdie is asking for abrogation of Article 370 and is denouncing Communist parties.

SHRI S. JAIPAL REDDY (Mahbubnagar): Sir, I have given notice.

PROF. SAIFUDDIN SOZ: BJP should not be allowed to spread communalism.

I want this House to take notice of it.

[*Translation*]

MR. SPEAKER: Don't repeat the same thing. I have already said about it.

[*English*]

MR. SPEAKER: We are against all communalism.

SHRI S. JAIPAL REDDY: I have given notice. Statesman has reported about the

loss of Rs. 1,800 crores regarding the award of contract in connection with three power projects.

[*Translation*]

MR. SPEAKER: You cannot act like this. You will have to tender a notice and I will have to ascertain the facts. It is not allowed.

[*English*]

SHRI BASUDEB ACHARIA (Bankura): I have also given notice. (*Interruptions*)

MR. SPEAKER: Whatever Mr. Jaipal Reddy says, is without my permission. You have to do it in the proper manner. You can see me any time. I will look into it.

(*Interruptions*)

MR. SPEAKER: Nothing goes on record, whatever the hon. Member says without my permission.

(*Interruptions*)

DR. A.K. PATEL (Mehsana): About 125 people died in Baroda due to consumption of illicit alcohol and more are on the way. About 200 are serious in this hospital.....

MR. SPEAKER: I cannot handle it. What are you trying to introduce it again?

[*Translation*]

Just now, I made the situation clear. You are insisting unnecessarily.

[*English*]

Let the State Government handle it.

DR. A.K. PATEL: This not an ordinary thing, sir. It happens off and on.

MR. SPEAKER: I know that. What is the Government there for?

DR. A.K. PATEL: They are not doing anything...

MR. SPEAKER: It is irrelevant. Shrimati D.K. Thara Devi Siddhartha.

Now the House will take up Matters under Rule 377.

12.13 hrs.

MATTERS UNDER RULE 377

[English]

(I) Need to restructure the loan repayment system under the Refinance Scheme for the Coffee Growers

SHRIMATI D.K. THARA DEVI SIDDHARTHA (Chikmagalur): Under the Refinancement Scheme for Coffee Development, the repayment pattern commences in the fifth year itself. The interest for the first five years has to be completely paid in the fifth year. From sixth year onwards, repayment of principal with interest has to be made in instalments.

This repayment pattern does not take into account the pattern of Coffee Crop Yields.

In new coffee plantations, yield begins in the sixth year and reaches full level by eighth year for ARABICA variety and for the Robusta variety, yield begins in the tenth year and reaches full level in 12th year.

This makes it impossible for the growers to pay back the loans who are forced to go to money lenders. Many have been forced into insolvency.

More than 90% of coffee growers are small growers. Therefore, the restructuring of the loan repayment pattern must be realistic and realisable. The best method is to extend the time for repayment to coincide with the time of yields. Hence for ARABICA

variety, the repayment must begin only in the eighth year and for ROBUSTA variety in the tenth year.

NABARD is the Nodal Agency for channelising the Development Loan. I, therefore, request the Union Government to direct NABARD to review the existing scheme and restructure the loan repayment pattern so that it conforms to crop yield pattern of coffee.

(II) Need to pay suitable compensation for the land acquired by Central Railway for Diversion of railway line between Talwadia and Khirkiya Stations in view of proposed construction of Indira Sagar Dam

SHRI KALICHARAN SAKARGAYEN (Khandwa): Sir, the Indira Sagar Dam is proposed to be constructed on the river Narmada in the District Khandwa, Madhya Pradesh.

A large area of submergence envisaged in the project has necessitated the diversion of the rail lines of the Central Railways between Talwadia Railway Station and Khirkiya. The Railway administration has duly surveyed the land to be acquired for this diversion of the rail line and establishment of new railway station on the diverted lines and the lands of hundreds of cultivators are being acquired in Land Acquisition Proceedings.

Unfortunately the compensation offered to the concerned cultivators is miserably low—Rs. 90/- per acre or Rs. 240/- per acre when one cannot purchase land in the area for less than Rs. 8,000/- per acre. The compensation for wells and trees offered is also very low. The State Government has declared that the compensation for the land acquired will be on the basis of the present value of the land in the Command Area but no action has been taken so far in defining the land classification or determining the valuation. Thus hundreds of cultivators stand in danger of being deprived of this

valuable land and they are extremely agitated.

No attempt is being made to rehabilitate those people major portions of whose land is being acquired leaving only such portion which is wholly insufficient to maintain their families.

Such an offer of compensation is contrary to the letter and spirit of the award given by the Nabada Tribunal.

If reasonable compensation is not offered to the cultivators affected by Railway diversion, it will be impossible to have smooth and speedy progress in construction of the multi-purpose project where thousands of people and thousands of acres of land are involved.

The Central Government is requested to take suitable steps to see that the cultivators get suitable compensation.

(III) Need to hold a global Conference to discuss the ecological changes resulting in global imbalances

SHRI RANJIT SINGH GAEKWAD (Baroda): sir, two thousand years ago due to an ecological accident, a toxic substance killed the tiny organism that lived on the Earth, that was Oxygen. Using the latest scientific technology, researchers have managed to study the Planet Earth as a complex inter-dependent system in which Oceans, atmosphere and life affect one another to shape the surface of this Planet, Plants, animals, Ocean, plankton, shifting of currents, minute fluctuations in the Earth's orbit, all these factors are instrumental in keeping and changing the ecological balance of the Earth.

Environmental problems, such as deforestation, global warming and depletion of the Earth's protective Ozone were the reasons for a new study into these serious global imbalances. Turning millions of years old coal deposits into atmospheric gases and converting rain forests into cattle feed-

ing areas won't create a global catastrophe, but it will alter the environment of the Earth for centuries to come. A few degrees of change in global temperature can bring a dramatic change in the face of the earth. Man-made chemicals are also eating away and fast chewing away the protective Ozone shield. Carbon is the mainstay of biological chemistry. Man is responsible for all the ecological changes that are coming about and which may prove dangerous for life in the future. A global conference on this very serious issue should be held by the Government to come to an international understanding of this issue.

SHRI S. JAIPAL REDDY (Mahbubnagar): We support this.

[*Translation*]

(iv) Need for proper utilization of vehicles provided for development works in the tribal areas of Baster district

SHRI MANKURAM SODI (Bastar): Mr. Speaker, Sir, Bastar district being a tribal dominated area, the Central Government have taken the full responsibility of its development under Tribal Sub-Plan. To accelerate the pace of development work entire area has been covered under seven projects.

12.19 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

One Project Administrator has been appointed under every project who looks after the development works of all Departments in his region. The total area of the district being more than that of Kerala State, it is difficult to monitor the works under the project properly. Though vehicles have been provided to monitor the works in far flung areas, but these are not properly utilised. Second hand vehicles are provided to the field workers and lot of expenditure is incurred on their repairs and maintenance, etc.

[Sh. Mankuran Sodhi]

So I would urge upon the Central Government to direct the State Government that the vehicles which are purchased for the officers working under Tribal Sub-Plan of Bastar should be utilized in that area only.

[English]

- (v) **Need to send a team to study the drought situation in Mirzapur (UP)**

SHRI RAM PYARE PANIKA (Robertsganj): It is of great concern that despite repeated demands, Government has not come forward to help the drought affected people in Mirzapur District of U.P. This year record production of foodgrains has been established but it is an irony of fate that some parts of the country are affected by severe drought and one of them is my district—Mirzapur in U.P.—where due to scanty and untimely rains there are no crops resulting in large scale suffering in this drought prone area. The problem of drinking water is also being faced there. The agriculturists are unable to pay the arrears of Government dues, especially those of scheduled banks. Now the problem of fodder is also being felt.

In the above situation, I want to draw the attention of the Agriculture Minister and request him to send a Central Team for an on-the-spot study and save the people from suffering.

- (vi) **Need to evolve guidelines for shifting textile mills located in the Metropolitan Cities**

SHRI SATYENDRA NARAYAN SINHA (AURANGABAD): The issue of old textile mills located often in the heart of metropolises like Delhi, Bombay, Ahmedabad and Calcutta which are turning sick and which wish to shift outside the city and sell the prime land in the city to pay for their modernisation, cannot be ducked by the Government for long. The issue no doubt raises

many primary questions that need to be answered, particularly the question of the land value and to whom it should go. The labcur that would be affected by the closure of such mills has also to be fairly compensated. The auxiliary industries and services that fell threatened by such shift also exert their pressure against closure. But the benefits of releasing prime land in the centre of cities for residential and commercial purposes, the removal of a cause of pollution and the possible modernisation of textile industry through use of the sale proceeds of the land, seem to outweigh the disadvantages. It is suggested that instead of dealing with the issue, case by case, an expert group should examine the issues involved and evolve guidelines.

- (vii) **Need to set up an oil refinery at Numaligarh in Golaghat district of Assam**

SHRI BHADRESWAR TANTI (Kaliabor): Recently oil has been struck in my constituency Koliabor in Golaghat District by ONGC and it is believed that a huge quantity of oil is stored there. The National Highways leading to Arunachal Pradesh, Nagaland, Manipur and Burma Border pass through District of Golaghat. Golaghat is also important for the tourists, both foreign and domestic, as one horned Rhino is found in Khaziranga National Park. There are 110 Tea Estates in Golaghat District which are earning huge foreign exchange. Despite all this Golaghat has remained backward and neglected as the road, rail and air communication there is very bad. The main line of the railways does not touch Golaghat town.

Golaghat is a 'no industry district' and as per the policy of the Government, public sector industries should be set up where there is no such industry.

Recently an area has been surveyed at Numaligarh in Golaghat District and it is considered to be the best area for the proposed Refinery to be set up under the Assam Accord. Keeping in view the above factors, I demand that the proposed Refinery should

be set up at Numaligarh.

(viii) **Need to have a monitoring cell to carry out scientific dredging of the ports**

SHRIGOPAL KRISHNA THOTA (Kakinada): Dredging is a costly operation and all the major ports are spending crores of rupees for dredging the ports to maintain the required depths. The ports on the West Coast have problem of seasonal siltation i.e. in one season namely due to west monsoon, the ports on the East Coast are subject to a phenomenon called 'littoral drift' which cause siltation. To monitor the problem and make it cost effective operations, it is necessary to have a monitoring cell at each port to carry out programme of scientific dredging. It is felt that the Dredging Corporation of India should not be allowed to take over maintenance dredging of the ports as the ports would become captive customers and Dredging Corporation of India would become monopoly concern and this situation would lead to inefficiency as there will be no competition.

To make Dredging Corporation of India dredging more economical, a dredging research wing should be set up to improve productivity.

MR. DEPUTY SPEAKER: Now we shall take up the next item.

SHRI HARISH RAWAT (Almora): Sir, in the list of business for today there is a Calling Attention. What happened to it?

SHRI SHANTARAM NAIK (Panaji): We must be informed Sir. Because we are the persons against whose names this Calling Attention stands. Nobody has told us why it is postponed. Somebody should tell us.

MR. DEPUTY SPEAKER: Already the Speaker announced in the House taking into account some Members' requests to postpone this.

(Interruptions)

SHRI SHANTARAM NAIK: Who requested Sir?

SHRI HARISH RAWAT: We should be consulted on these matters?

MR. DEPUTY SPEAKER: When the Speaker announced this, you should have raised this matter.

SHRI SHANTARAM NAIK: My point is whether we would be given priority in the list of speakers.

MR. DEPUTY SPEAKER: That we will consider.

SHRI HARISH RAWAT: Will it be taken up under Rule 193?

MR. DEPUTY SPEAKER: It is only postponed. We will consider this.

RAILWAY BUDGET 1989-90—GENERAL
DISCUSSION-CONTD.

[English]

MR. DEPUTY SPEAKER: We shall now take up further general discussion on the Budget (Railways) for 1989-90. Shri Narain Chand Parashar to continue his speech.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Deputy Speaker Sir, as I was stating the other day, the Railway Minister has brought to the notice of the House the large number of ongoing projects which are still pending for completion and execution. I would suggest that the highest priority should be given to these projects before taking up any projects. In that too those States which have not been given any new railway lines since independence should be given a further priority.

What I want to say is that in States like Himachal Pradesh no new railway track was added after 1947 inspite of the repeated efforts of the State Government and the

[Prof. Narain Chand Parashar]

Members of Parliament. This one railway line known as Nangal-Talwara which has to be connected to Mukerian by taking over a siding from Talwara to Mukerian as on date is pending for execution and completion for a long time. It was on 22nd December 1974 that Shri L.N. Mishra, the then Railway Minister went to Amb, a place in Una District along with Dr. Y.S. Parmar, the then Chief Minister of the State who promised to offer the land for the first few kilometres of the track. He laid the foundation stone of that railway line. It was not taken up because our Government went out of office in 1977 and a new Government which had no interest in any sort of new projects came into power and they relegated it to the background. But when Smt. Indira Gandhi came to power in 1980, she took up the cause again and the line was included in the supplementary railway budget in 1981-82.

So it is now seven or eight years. But only the first phase—that is upto Una—is going to be completed by the end of this year. That is the commitment of the Union Minister of State for Railways! What I would suggest is that it should be expedited in such a manner that the foundation stone laying point should be connected with the 7th Five Year Plan. I plead in all earnestness and humility of my command that Himachal Pradesh wants to have its due from the Union Government which has been kind to it in many other ways; but very stingy in the matter of Central Projects like railway lines. Therefore, we plead that this line should be constructed right upto Amb and completed before the Seventh Five Year Plan ends and for that purpose I am grateful to the Railway Minister for having ordered for acquisition and demarcation of land, etc. which process is going on. He has also been kind enough to make an observation in the Budget speech that upto Una it will be open to traffic. So, the people are looking forward to this event. This line is of vital importance to Defence and other matters and will be an alternate line mobilising the Defence effort either against China or against Pakistan, whenever there

is hostility from that side. For this purpose in the Budget speech which was read out to this House by the Minister of Railway in September, 1981 I remember he had also mentioned that Chandigarh will be connected to Morenda so that this would form an alternate line. So far as the progress of Nangal-Talwara railway line is concerned it is requiring a push from the Union Government, Railway Board and Planning Commission. Rs. 7 crores have been allotted this year though I had demanded Rs. 15 crores. Whatever the amount I would request that the requirements of this line should be kept in view and a very high priority should be given to it. This link between Morenda and Chandigarh should also be considered and approved in this budget or in the supplementary budget so that it becomes a new line right from Ambala-Chandigarh to Ropar and then to Mukerian and it becomes a very useful line.

In addition to this there is a small missing link. Shri Kamal Chaudhry represents Hoshiarpur. Hoshiarpur and Amb are very close. It is only about 35 km or so. If these two are connected then the two main lines are also connected one which is under construction and the other which is already constructed, at Jalandhar. That would be a very good thing for this area.

Our Chief Minister requested the Union Minister for State for Railways for taking up and including in the Eighth Plan a new line from Bhanupali on the section from Sirhand to Nangal Dam and connect to Bilaspur which is the point where a big cement factory has come up. It should be extended to that point that to Rampur-Bushehar on the one side and Mandi on the other.

There is a small point of difference. The Railway Minister had been kind enough to refer the matter to the State Chief Minister that after having got it surveyed initially at State cost this line should be included in the project estimates for Napha-Jakhri as deposit work and then he would be ready to get it constructed immediately. Our Chief Minister's contention is that just as Himachal

Pradesh has not been given its due for many reasons during the past and Himachal is going to be source of power for the entire North-western region and for the entire Northern region this line should be constructed by the Railways themselves. I would plead in view of the paucity of resources with the State Government and slow progress on the Natpha-Jakhri project the Railway Ministry may immediately take up this line and include it in the Eighth Plan and start construction. The State Government would be offering all help as and when possible. This I can state of the hon. Chief Minister who has written to me officially to take up the matter with the Railway Ministry.

There is one other cement plant at Paonta Sahib on the side of Haryana in district Sirmur. This cement plant has also produced very good cement for the consumption for the entire country. One project was thought of by the Railways known as Jagadhri-Paonta railway line. It is still pending for sanction. I would plead that this may be sanctioned. All this can be included in the shelf and then taken up turn by turn as the resources allow. But our hopes of having a viable railway transport infra-structure in Himachal Pradesh which is a border State bordering China on the one side and catering to the needs of Punjab and Haryana on the other should be kept in view.

These are some of the basic things but the most important thing I would like to emphasise is that over the years the allocation to new railway lines has been very scarce. I would read out a few figures. In 1988-89 Rs. 195 crores were provided and the revised estimates were Rs. 236.04 crores. Now for 1989-90 only Rs. 250 crores have been provided. In the order of priorities the highest importance is being given to track renewal followed by rolling stock, workshops and the fourth priority is given to new lines.

Sir, at this turn of the century when we are rolling on to the 21st century it should have been the other way round. The network should have been expanded. Some few

thousands of km should have been added so that 6000 or so km of railway track touches the figure of 10,000 km. By the year 2000 A.D., we should have a track kilometres of at least 3,000 added to the main track. About 6,000 earlier and 3,000 now would be 9,000. So, I plead that this expansion should be given a higher priority. You have done well in track renewal. Now you have given a commitment that something tangible is being done. So, it is quite essential that now the Railway Minister, who is fond of giving speed to the trains, should also give speed to the expansion of the railway network. It is not enough that we run trains at faster speed. It is also important that we execute railway lines with speed. If we execute and complete new railway lines with speed, far-flung areas of the country would be brought into the mainstream. Shri L.N. Mishra used to say that national integration is also a matter of physical integration. When a person in Kohima sits in the train and gets down in Delhi, he would feel much more at home in this country by feeling that he is linked with the Union capital. If he has to shuttle from one place to another and then over a long range, he is able to reach Delhi, he feels that he is emotionally being neglected. So, the physical integration of the country can either be done by the Indian Airlines or by the Indian Railways. The Indian Airlines are mostly catering to the rich. It is the Indian Railways which should take up the primary responsibility.

There are a few problems of my area which I would suggest. Some trains were cancelled due to Punjab trouble. But now the situation has improved. Shimla Mail, which used to ply between Kalka and Amritsar, having some coaches for Pathankot and Jammu, should be restored. This train was very important and people from one corner of Himachal Pradesh were able to reach the other corner. Especially, people from Chamba were able to reach Shimla by this night train. And Himachal people, Punjab people and people of Haryana and Chandigarh also have been put to great inconvenience. So, this train should be restored. Similarly, I would plead that Superfast Ex-

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press, which is plying at present between Ludhiana and Delhi or New Delhi should be extended right up to Hoshiarpur and cover Jalandhar also. It is not enough that Ludhiana is touched. The main centre or junction for the northern States of Jammu and Kashmir, Punjab and Himachal Pradesh is Jalandhar and not Ludhiana. If it is extended up to Ludhiana, it would be quite okay. Hoshiarpur is very important from the point of view of economy that it is a backward district—almost semi-hilly in nature like Himachal Pradesh. If its problems are heeded to, industry will flourish. A super-fast train would cater to the needs of this area. There is ample scope for this because some empty rakes are taken to Amritsar and then brought to Ludhiana. If you are consuming fuel like this, why not take it to Hoshiarpur? Only 40 kilometres of track is to be upgraded between Jalandhar Cantt. and Hoshiarpur city and facilities can be provided. So, this train would be much more useful than it is at present. A similar superfast train should be introduced between Dehradun and Delhi.

I must appreciate the good work done by the Minister for Railways in accepting one of my demands, that is, Himachal Express should be diverted via Panipat and Karnal from Saharanpur side because it is a shorter route. It is more economical to the people and also consumes less time. He has sent a communication to me today that this has been agreed to. I thank the Minister for it.

The Minister deserves rich appreciation for caterings, for the first time, in this country on behalf of the Railways to the senior citizens. His plan is to provide some concession to the aged people in this country. Those who want to travel and spend most of their lives sometimes in pilgrimage, sometimes moving from one part of the country to another for various matters and for various reasons, have been given a fair deal.

Similarly, I would also express my gratitude to him for giving recognition to the brave and the talented by allowing some conces-

sions to the Dronacharya Award winners and Arjuna award winners. I would plead that teachers, writers and artists should also catch the attention of the Railway Ministry because they are also doing useful work. All Sahitya Academi award winners, all Sangeet Natak Academi award winners, all Lalit Kala Academi award winners and people in the teaching profession, who receive the national award, should be given this concession as they form the intellectual core of the country.

The Rolling stock is consuming a large amount of our railway funds. It is getting the attention. In all key indicators, the railways have done their performance. But I must also point out that the operating ratio has deteriorated and has touched the figure of 92 which is a cause for our concern. It means that more money is being spent and less productivity is being ensured.

Sir, at all levels the Railway staff deserves our appreciation. I would plead with the Union Deputy Minister of Railways to cater to the needs of housing and other needs for the lower staff and also to give them other benefits for which they are desiring.

One matter that is ranking my mind is about the large railway production units located in certain States. These States and the Railways get into collusion and deny the benefits of recruitment, etc. to the neighbouring States. For example, the Railway Coach Factory at Kapurthala is primarily catering to Punjab only. There was a proposal to put this factory in Himachal Pradesh or on the border. Since Kapurthala is located in Punjab, everything goes to Punjab. But the Railways are a national asset and the coach factory is also an asset for the entire nation. So, Himachal Pradesh which is the neighbouring State should be given its due in the matter of recruitment. Similarly, more examination centres of the various Railway Recruitment Board should be opened. At least, I would plead that one such centre should be opened at Hamirpur of Himachal Pradesh so that people from that State are

also able to get the benefit.

I would also plead for some passenger amenities because the amount of money allotted for the passenger amenities is very small. Sir, you think of these poor passengers who are not getting their dues since only Rs. 24 crores are being provided in the Budget as per the Railway Minister's speech. The amount last year was Rs. 8 crores and now it has increased to Rs. 24.46 crores. But many more things need to be done for the railway passengers. Therefore, I would plead with the hon. Minister that this aspect of Railway budgeting acquires the importance it deserves because drinking water is to be provided in various stations, drinking water is needed in the running trains and some hygienic conditions are to be preserved. In all seriousness, I would say that this Budget should provide us an opportunity to take an overall view of the infrastructure supporting our economy. And it is in the fitness of things that the Railway Minister has risen to the occasion. He has introduced the Satabhdi Express linking Bhopal with New Delhi which is a fast train and he is proposing to launch a new train on 24th of this month linking Kanpur. But I would request that some of this fast, speedy, notions are also needed in the process of getting new railway lines also so that the concept of national integration is also speeded up and consolidated. I congratulate the Railway Minister, the Members of the Railway Board, the Karamcharis and officers of the Railways for giving a good Budget to the nation and we hope that the performance will be further pushed up.

[*Translation*]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Deputy Speaker, Sir, the measures taken by the Minister of Railways for the development of Railways and its efficient administration are commendable. There can not be two opinion in it that all round development has taken place in Railways during the last four years. Remarkable achievements have been made in modernisation of railways and running of fast

speed trains. The Research and Development Division of Railways deserves to be appreciated for its contribution in the field of development of railways. Development and research work done by this department enabled us to modernise the railway rapidly. It also helped in all round development of railways and Indianisation of Railways.

The measures taken by the Ministry of Railways for rapid indianisation are really unmatched.

Some of the hon. Members have the feelings that as our Minister of State in the Ministry of Railways Shri Madhav Rao Scindia hails from Madhya Pradesh, expansion of railways is taking place more in Madhya Pradesh. I would like to invite the attention of hon. Members to the periods when late Shri Lalit Naryan Mishra and late Shri Hanumantaya were the Ministers of Railways. Same thing was said at that time also. There might be some truth in it, but if the Railway Budget presented in the House by Shri Madhav Rao Scindia is examined minutely, it will be found that no special favour has been shown with Madhya Pradesh. You might be aware that even States re-organisation Commission which was set up for reorganising the States amazed at the vast size of Madhya Pradesh.

Madhya Pradesh is backward in the field of communication and transport facilities such as rail, roads and telephone. So the Central Government will have to pay special attention and also spend more money to provide communication facilities and for all round development of the State.

Madhya Pradesh has been constantly neglected. State Reorganisation Report was published long ago in the year 1954 but communication facilities such as rail and roads are inadequate even today in that region. Even then it is said that Shri Madhav Rao Scindia has accorded special favour for this region. As a matter, of fact, I do not believe in fault finding of anyone, but I am constrained to say that Ministry of railway has not paid as much attention to the development of Madhya Pradesh as it should have been.

[Sh. Chandulal Chandrakar]

There is only 13 kms. railway lines per thousand sq. km. in Madhya Pradesh and Orissa. Whereas in Punjab it is 41 kms. and in Uttar Pradesh and Bihar it is 30 and 35 kms. respectively. Thus it can be seen that Madhya Pradesh and Orissa are the most backward areas in this connection.

Madhya Pradesh and Orissa are backward due to the imbalanced development in the country. In order to have balance growth, the Central Government will have to provide more railway lines to both the States.

Most of the minerals and raw-materials are found in the areas surrounded by Orissa, Chhattisgarh and Bihar. There is a huge deposits of raw materials here. This is the Roor of India. This area will also attain the same importance as Roor which lies between France and Germany occupies in Europe. When Shri Lalit Naryan Mishra was the Railway Minister, he had given a written assurance to lay railway-line in Bastar district. Not only this, six types of survey work were undertaken. But nothing has since been done in this regard, though survey work has already been completed.

The total area of Bastar district is much more than that of Kerala State but there is no railway line to link it with the rest of the areas in Madhya Pradesh. You can just imagine the kind of injustice being done to Bastar whose 95% population is tribals who are being exploited since times immemorial, so much so that even today 1 kg of honey is bartered from them at 1 kg of salt. The land along the road sides is so fertile that it can fetch price up to Rs. 20000/- an acre, but they are forced to sell it at Rs. 1000 to Rs. 1500 an acre only. That is why the local produce is sold at throw away prices.

Our Hon. Primæ Minister Shri Rajiv Gandhi sanctioned a sum of Rs. 500 crores for the development of Baster district. But mere financial assistance will not serve the purpose unless railway and transport facilities are provided. Development of the area

cannot take place as long as there is lack of transport facilities. The area becomes inaccessible in rainy season.

I would like to draw the attention of the hon. Minister of Railways and the concerned officials towards this. I am not in the habit of asking and accusing anyone but I cannot restrain myself from making the Government cautious that if Bastar district is not linked with the rest areas of Madhya Pradesh by rail, it will have to suffer heavy loss. All sorts of people are entering into Bastar. Anti social elements are operating there and hatching a conspiracy to form a separate State. If this area is not linked by rail, anti social elements will take undue advantage of it.

Baster district is rich in mineral deposits, its land is fertile, abundance water is available and prospects of sufficient power generation are there. But unfortunately our Government, specially Railway Department has been paying least attention towards it.

What an irony it is or I may call it an injustice, it has been stated in the Railway Literature recently distributed that a meagre amount of Rs. 10 thousand has been allocated for the selection of sites for railway stations on Dallirajhara-jagdapur line. But my submission is that this amount would be spent on the tours of officials itself. I would urge upon the Government not to do injustice with the people of this region. More funds should be allocated in the Supplementary Budget of this year to start work immediately. The second point that I would like to make that the proposed railway line from Jagdalpur to Rajhara be extended to Durg, Dhamdha, Bemetra and Kavardha. There is a proposal to link Bilaspur with Jablapur. The proposed railway line be laid via Bilaspur-Mungeli-Marow-Navagarh-Kavardha-Mandla-Jabalpur. This route would prove more beneficial. Madhya Pradesh draws almost a blank in the matter if railway line on the railway map of India. Though the Government have already assured to provide the facilities of transport from one State to another yet no such facility has been pro-

vided in Madhya Pradesh. The Government should take immediate action to remove this injustice.

There is a big Iron and Steel factory in Bhilai. There is a place named power house in that area. The residents of Bhilai have demanded to construct an over bridge there, because whenever a train halts even for a few minutes on the crossing of national highway running from Nagpur to Calcutta, traffic gets jammed for miles together. While giving his reply, the hon. Minister should make an announcement about the construction of an overbridge at this point.

There is a railway crossing near Maurya Cinema, where a number of accidents take place because it is unmanned. I request the Government that a watchman should surely be kept at this crossing. Similarly, there is a need to construct footpaths at 2-3 places there. There is a steel plant at Bhilai but the Railway Department has never thought of opening a factory there. From this plant, iron is sent to all the places in the country. If the Government feels like opening a wheel and axle manufacturing plant, it may be very well opened there because it may substantially reduce the expenditure likely to be incurred on its transport.

When Shri Scindia took the charge as the hon. Railway Minister, he took steps to effect certain improvements in an old train called the Chattisgarh Express. He had made provisions for lavatory and electricity etc. on it. But now the condition has again deteriorated and come down almost to the same level. At present, this train is running late by 8-10 hours and its speed has also been substantially reduced.

Chattisgarh is a very large area. Presently, there is only one train called the Mahanadi Express which is available here to connect the capital city of Bhopal city of Bhopal with this region, and that also is being cancelled. Thus the Government is going to withdraw the facility which was provided earlier. This is very surprising and disappointing. It is beyond people's tolerance. It is

my submission that the Government should introduce a separate superfast train for Bhopal from Chattisgarh because the number of passengers there is quite large and there is always a heavy rush in all the trains of this route.

We have often noticed that Bastar region in Madhya Pradesh is closely related with Orissa. At present, the people who are most dissatisfied with the Railway Budget are those living in Chattisgarh and Orissa. This is so because this region falls under the south Eastern Railway and inspite of its highest revenue earnings for the railways, it remains the most neglected as the headquarters of this railway is situated at Calcutta. The people from Chattisgarh and Orissa do not get a job there. I, therefore, request the Ministry that a separate head-quarter should be set up for this region. The present number of railways should be raised from 10 to 11 and the area of Chattisgarh and Orissa which now is a part of the south Eastern Railway should be separated to form South Central Eastern Railway. There are 32 divisions of railways in our country. Out of them, Bilaspur division is the highest revenue earning division and the area of Orissa and Chattisgarh is the largest contributor to it. This area has the minimum number of railway lines. So much so that the people of this area do not even get jobs and instead of the residents of Calcutta are recruited here. Therefore, the sense of belonging for the railways which should be there, is found missing in the people of Orissa and Madhya Pradesh. This is so because the people recruited from any other region come here to serve the railways.

I would specially submit that the work of connecting Jagdalpur with Chattisgarh via Delhi-Rajhara should be undertaken at the earliest. Besides, the railway track between Gondia and Jabalpur is also quite old and there is a vast stretch of forests in this area which has the abundance of industrial raw material with the largest copper deposits of the country near Balaghat but it is an accident prone area. Therefore, the Railway Department should kindly consider this

[Sh. Chandulal Chandrakar]

aspect and take steps to convert the Gondia-Jabalpur metre gauge line into broad gauge line. This is so because unless it is converted into broad gauge, it will create numerous hinderances in the development of this area. Everybody of us knows it and requires no mention that railways play an important role in the development of an areas. Besides, the provision of railways also contributes to the emotional unity in that region. But the people of Bastar region in Madhya Pradesh have never whitened the sight of a train and the region has only a few number of roads and bridges. Hence the Ministry should drop the cancellation of train services which were provided earlier in Orissa-Chhatisgarh region. Although I do not want to make a mention of it yet I would like to quote it as an example that if the salary of a member of Parliament is reduced, all of them will start shouting. Similarly, the facility which has been once provided to the people should not been withdrawn. The Railway Department should take this policy decision. It is no matter that one or two stations are added or reduced in route with some minor changes in that regard. This is possible but the facility of all those trains which have been withdrawn from our region and Orissa should be restored.

It has been a demand of our region since last 20 years that Chhatisgarh region should be linked with Trivandrum as there are a number of steel plants in Bhilai. Besides, Beladila and Korba are also situated in this very region. Many a people of this area also wish to visit south India for pilgrimage or other purposes but their demands for train services for those places have not been fulfilled till date. When Shri Scindia held the charge as the Railway Minister, he took steps to link Chattisgarh with Cochin by providing train services on 2 days in a week but now even that has been reduced to one day in a week. This is unjust. This provision should rather be increased from two to three days. Bookings even for April and May for that train have already been completed. Therefore, the Railway Department should

do away with this injustice by extending the operation of that train up to Trivandrum instead of Cochin for 3 days in a week.

I thank you for having given me the time.

[English]

13.00 hrs.

MR. DEPUTY SPEAKER: The House stands adjourned for Lunch and will meet again at 2 o' clock.

13.01 hrs.

The Lok Sabha then adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at Five Minutes past fourteen of the Clock

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGE-1989-90—GENERAL DISCUSSION-CONTD.

[English]

MR. DEPUTY SPEAKER: Mr. Basudeb Acharia.

SHRI BASUDEB ACHARIA (Bankura): Mr. Deputy Speaker, Sir, I rise to oppose the increase in the freight and parcel rates. The Railway Minister has spared one crore passengers but he has not spared 81 crore people of our country by increasing the rates of freight, luggage and parcel and also by changing the classification of some commodities; and the increase is a record one. As compared to 1980-81, this year's increase is unprecedented. Though there has been an increase in each and every year since 1980-81, the average is Rs. 450 crores. By increasing the rate of freight and luggage, the prices of all the commodities will be increased. He has spared some commodities like fertiliser, fodder and molasses. In spite of exemption being allowed

for these commodities, the price of these commodities will increase because the price of petroleum will increase due to the rise in the freight of those commodities.

This year the percentage of the carrying commodities by the railways is 58; in 1950-51, it was 81 per cent. So, this increase in the freight and the rate of luggage will have a cascading effect on all the commodities, and the prices of all the commodities will be increased because of the increase in freight charges.

The performance of the railways in 1987-88 and 1988-89 has not been impressive at all. The claim of the Railway Minister has been contradicted by the 'Economic Survey' which was circulated one day after the presentation of the Railway Budget. It has been stated there that "the freight traffic originating on Indian Railways was directed to lower growth in 1987-88. The total originating freight traffic handled by the Railways in the year was 318.4 million tonnes against 307.3 million tonnes in the year 1986-87. The growth in revenue earning traffic achieved during the year at 4.5 per cent was lower than the achievement of 9.4 per cent in 1985-86."

In the current year also, during April to December, it was 218.07 million tonnes against 210.13 million tonnes recording growth of 3.8 per cent. There has been a deceleration of growth in the current year as compared to the growth of 5.4 per cent achieved in April-December last year.

In passenger traffic also there has been some relaxation of demand. During April-December this year, if we compare with the same period of last year, the passenger traffic during the period is 2,608 million passenger kilometres as against 2,870 million of the corresponding period last year. Thus there is a decline of 8.1 per cent compared to an increase of 3.4 per cent recorded in April-December, 1987. This may be one of the reasons that the passengers are not touched, or because of the election year. Also there was last year an unprecedented

increase in the passenger fare from 50 per cent to 100 per cent. The minimum fare was one rupee and it was increased to Re. 1.50 and Re.1.50 was increased to Rs. 3/-. Thus 50 per cent to hundred per cent was the increase last year. And because of this being an election year and also there is a decline in the passenger traffic the passenger fares are not touched in this budget.

The unanimous voice of Parliament is not reaching the Yojana Bhavan. We have been demanding more allocation for the Railways, more funds for Railways because the railway is an important infrastructure and the development of the nation depends on the Railways. There has been a decline in the Plan allocation from the First Five Year Plan to the Seventh Five Year Plan. In the First Five Year Plan 11.5 per cent was the allocation for the Railways, in the Second Five Year Plan it was 15.43 per cent, in the Third Five Year Plan it was 15.45 per cent and once again in the Seventh Five Year Plan it has been reduced to 6.9 per cent. There is a marginal increase in comparison to the Sixth Five Year Plan. Still, the funds allocated for the Railways are quite inadequate and insufficient. This can be seen that this has been reflected in the construction of new railways lines and the expansion of the railway network.

In the Seventh Five Year Plan only Rs. 350 crores was the allocation for the construction of new lines, which is only 2.5 per cent of the total allocation for the Railways. There are a number of pending projects, on-going projects and spill over projects.

It can be seen that since the First Five Year Plan the construction of new railway line is gradually reducing.

In the First Five Year Plan, 1236 KMs railway line was constructed. In the Second Five Year Plan, it was 2,152 KMs. In the Fifth Five Year Plan, it was 2294 KMs. In the Sixth Five Year Plan, it was 1616 KMs. In the Seventh Five Year Plan, it has been stated in the explanatory note circulated to us as 126 KMs. In the Sixth Five Year Plan, it has been

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stated that the total track was 61850 KMs. Now the total route kilometer of railway line is 61976.

Sir, in 1947 we had forty seven thousand and odd kilometres of railway line. After forty one years of independence, only 13000 KMs of new railway line had been added. China, in the year 1949, had 11000 KMs of railway line. Now they have 67000KMs of railway line. Within forty years, they could construct more than 50000 KMs of railway line.

Sir, there are a number of on going and pending projects. I cannot say on-going, because construction work in regard to some projects has been stopped. We do not know how long all these projects will remain as on-going? The Railway Minister has stated that there are still a number of on-going projects, which are pending and to complete all these projects, an amount of more than Rs. 17000 crores is required. Only a sum of Rs. 3150 crores has been allocated for construction of new railway line in the Seventh Five Year Plan. I want to know, how long these on-going projects will remain pending? There are a number of projects whose foundation stones were laid by no less than our Prime Minister as far back as 1971. These projects are still pending.

Howrah-Amta-Bargachia-Champa Dang Project was sanctioned and approved. But only fifty per cent of the work has been completed. This year only a token amount of Rs. 1,000/- has been sanctioned for that project. What is the motive behind sanctioning only Rs. 1000 for this project? Similarly, before the Assembly Elections, Eklakhi-Balurghat, a North Eastern Frontier Railway Project, was sanctioned and in 1987 the foundation stone was laid by our former Railway Minister Shri Ghani Khan Choudhary. For this project, an amount of Rs. 3,45,00,000 was sanctioned. Work was started. Land was acquired. In this Budget, only a token amount of Rs. 1,000/- has been sanctioned. An amount of Rs. 1000/- has

been sanctioned for this project. This line connects the district headquarter. Some of the district headquarters are not linked with the railway line. Even the State capitals in the North-east like Agartala have not been linked with the railways. The purpose of the people of Tripura will not be served unless Dharamnagar-Kumarghat line is extended upto Agartala. Now we find that this line has been completed from Dharamnagar to Paichatal. It was announced before the Tripura Assembly elections that survey would be done for the rest of the line. But we do not see whether any survey is being done or not as the Railway Minister has not made any statement in his Budget speech in this regard.

For Eklakhi-Balurghat only a sum of Rs. 1000 has been provided. Though the estimated cost of Namkhana-Lakhakantpur is Rs. 75 crores, only an amount of Rs. 3 crores has been spent on this. This year a sum of Rs. 3.45 crores has been provided in the Budget. If you sanction the amount like this, in how many years the project will be completed? Similarly, take Metro railways. Its foundation stone was laid in the year 1973 by the late Shrimati Indira Gandhi. The estimated cost as worked out in the year 1985 was Rs. 835 crores. An amount of Rs. 550 crores has been spent so far. This year a sum of Rs. 81 crores has been provided. The Railway Minister soon after presenting the Budget, said that the Metro Railways would be completed by 1990. If you calculate at the 1985 estimates, another sum of Rs. 147 will be required. If you add the inflation also, the expected cost will go upto Rs. 900 crores. So this way, another sum of Rs. 200 crores will be required for the completion of this project. The hon. Minister said that if the State Government makes the land available, the construction of the Metro Railway can be completed by 1990. Unless sufficient amount is provided for the construction of this project, it will not be completed by 1990. There is a proposal to extend it upto Gharia. This should also be considered. Then there is still another uncertainty whether this will remain under the Indian Railways or will be a separate organisation. We want that it should be

part and parcel of the Railways and should not remain a separate organisation. It has been mooted here that all over the world the metro transport system is under a separate organisation and not under the Railways. So, we want that the Calcutta Metro Railway should remain in the Indian Railways. This should be decided and there should not be any uncertainty on this account.

Regarding Circular Railway, the Minister has stated that the land is not available. The problem is that some people have settled on the Railway's land. Unless the problem of their rehabilitation is solved, the Circular railway cannot be completed. Son-tosh Da knows the problem of Maligaonpandu area where some 350 families from the erstwhile East Pakistan have settled on the Railway's land. They are there for the last about forty years. The Railway authorities have always tried to evict them. We have met the Prime Minister and the Railway Minister. I wrote several letters to the Railway Minister and to the Prime Minister also to settle this problem. I personally visited that area. I have seen that there is a land which will not be required for railway operation. These people who have settled there for the last 40-45 years and have constructed buildings there, want to purchase that land. They want to settle it directly with the Railways. There was a proposal that this land will be handed over to the State Government and then the State Government will arrange for their rehabilitation on that land. But that will not do. They want to settle it directly with the Railways. They want to purchase that land and settle there. So, that problem should be resolved because three months time has been given to solve that problem. When Mr. Kedar Pandey was the Railway Minister, he made this proposal. So, this should be done within three months time.

Then I come to the question of conversion of railway lines from metre gauge and narrow gauge to broad gauge. There are several patches of twenty to thirty kilometres of narrow gauge lines connecting two broad gauge lines, like Purulia-Kotshila is South-Eastern Railway. This is in my district which

is one of the backward districts of our country. ... (*Interruptions*).

SHRI P.R. KUMARAMANGALAM (Salem): Is it in your constituency?

SHRI BASUDEB ACHARIA: Not in my constituency, it is in the constituency of Chitta Mahato. But it is in my district. Sir, I have been demanding since 1980 that this portion should be converted into broad gauge. This will connect Purulia with Bokaro. The survey for this line has been done. The estimated cost is only Rs. six crores. The project will be remunerative. I do not know why the planning Commission is not giving its approval for this conversion. Similarly, there is a railway line in the districts of Bankura and Burdwan which goes through rural Bengal. The Bankura-Damodar River railway line was taken over in the year 1956. We have been demanding the nationalisation of this line but it is not being nationalised. When a similar railway line in Bihar was nationalised, we demanded that this railway line also should be nationalised. These lines are called uneconomic branch lines. There are a number of uneconomic branch lines. The Railways have their Corporate Plan. In the Corporate Plan also it has been suggested that these uneconomic branch lines should be made viable. The Railways should try to make them viable. But how can this line be made viable when the trains are being hauled by steam engines which were produced long back. We do not say that you just convert that particular line into broad gauge, but the train should be regular. The train should be hauled by diesel engine. The Railways are phasing out all the steam engines. The last steam engine was produced in Chittaranjan Locomotive Works in 1973. Since 1973, not a single steam engine has been manufactured in our country. The life of the last engine which was produced in CLW will expire in the year 2009 A.D. So, even before the expiry of the total life of all the steam engines, they want to phase out the steam engines. But they will have to replace them with electric or diesel engines. Electric traction is the cheapest means of transport, but only 19 per cent of

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the total route kilometres have been electrified so far. In the Sixth Plan the target was to electrify 2,800 kilometres and our achievement was only 1,545 kilometres. For the Seventh Five Year Plan, the target is 3,400 kilometres but we do not know whether this target can be achieved or not. They are phasing out steam locomotives but what will happen to those employees who are engaged in the production and running of steam locomotives? According to the Railway Reforms Committee's Report, more than one lakh workers will be rendered surplus. Not only there are regular Railway employees, there are a large number of contract workers also who are engaged for the Railways. They should not be treated as contract workers because they perform perennial nature of job. They have been doing the similar work for years together. There are 22,000 contract workers who are called Coal and Ash Handling Workers. They are doing the perennial nature of job, but they are now being thrown out of their job because of the phasing out of the steam locomotives. What will happen to these employees when all the steam locomotives will be phased out? Now the Railway authorities are saying that they are not going to take up the responsibility of these contract workers. There are more than tow lakh casual workers. A commitment was made in this very House in 1980 that all the casual workers will be de-casualised. But still there are 2,20,000 casual workers in the Indian Railways.

There are important lines like the Howrah-Madras line. The section between Vijaywada to Madras is electrified but the section from Kharagpur to Vijaywada has not been electrified. This is an important line. So, first you have to electrify all these important lines, such as, Howrah to Madras, Howrah to Bombay, Delhi to Madras and Delhi to Bombay. Delhi to Howrah line has been electrified and the work of electrification of the entire line from Delhi to Bombay will be completed by the end of this year. But what about the Howrah-Madras line? There

is a line from Sitarampur to Mughalsaria which goes via Patna. Patna is the capital of Bihar. The electrification of Sitarampur-Mughalsara section was included in the Sixth Five Year Plan but then it was excluding in the Seventh Five Year Plan. I do not know what is the reason for excluding this. So, this particular line, that is, Sitarampur Mughalsaria should be electrified.

The people of Katwa, under the leadership of Saifuddin Chowdhary, have been agitating for the electrification of Bandel Katwa line. One day the people of that area boycotted the use of this railway line. Not a single ticket was purchased in that sector. So, the electrification of that section should be considered.

After the phasing out of the steam locomotives, the diesel traction is not cheaper than the electric traction. So, electrification of some important lines should be taken up in the 8th Five Year Plan.

Sir, for passenger amenities, the amount has been increased from Rs. 18 crores to Rs. 25 crores this year. In absolute terms, it has been increased. But actually we do not find any improvement in the passenger amenities. If you travel by local trains in second-class compartments, in ordinary compartments, you will see the condition of the coaches. Now, the point is how could the condition of the coaches can be improved? In this connection I may point out that the passenger traffic has been increasing. It has increased to 170% whereas passenger coaches have increased to 127% only. So, the number of coaches is being reduced, the number of wagons is being reduced. Even the number of stations have been reduced. These facts are given in the Annual Report for 1987-88. So, Sir, the passenger amenities have not improved. The condemned coaches should be replaced by the new coaches. We are importing locomotives. We are importing locomotives by spending crores of rupees in foreign exchange. One electric locomotive costs Rs. 8 crores. But we can produce here in our country, in Chittaranjan Locomotive Workshop the loco-

tives. They are producing them there. This year they will surpass the target. They will produce one hundred electric locomotives with the reduced number of workers. With the reduced number of workers, they can produce locomotives which are being imported. We are importing coaches. These can be produced here itself. We can develop our own technology in our R.D.S.O. in Lucknow. We can develop our own technology, not by adopting foreign technology.

Sir, let me say about one important point, that is, regarding industrial relations. There are two recognised Federations. We have been demanding why there should be two Federations and why not one recognised Federation and the recognition should be decided by secret ballot. Sir, a number of categorical associations have come up and there is a Confederation. Why there are two recognised Federations, why should not be a third recognised Federation? Sir, there are a number of railway employees who have been victimised in 1981. The Industrial Tribunal have given the judgement in favour of those employees. But they are being taken back. They are victimised.

Sir, the unanimous demands of the House is that there should be more allocation of funds for the Railways. The Planning Commission should consider those demands. For the 8th Five Year Plan, sufficient amount should be allocated for the railways so that the new lines can be constructed, expansion can take place, the State capitals and the district headquarters can be linked with railway lines. If the infrastructure is built, the nation can develop and march forward. The Planning Commission should consider these proposals and allocate sufficient fund for the expansion of the Railways in the country.

[*Translation*]

SHRIMATI PRABHAWATI GUPTA (Motihari): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget 1989-90 presented by the hon. Railway Minister. He has presented a surplus railway budget for the

second time. There are many remarkable points in this Budget. Steps have been taken to streamline the entire railway working.

As a public sector undertaking, Indian Railway are the fourth largest in the world and top ranking in Asia. They have got a well organised system which is working quite efficiently. Zonal Railways are functioning under the Railway Board which has a commendable performance to its credit. Today, the length of the railway lines which was 34 kilometres in 1853, has now gone up to 64 thousand kilometres. 7 thousand trains and 37 thousand rail wagons contribute to the handling of passenger and freight traffic. 16.5 lakh employees are employed in Railways and the daily passenger traffic handled by them is 1.5 crores. They handle an annual freight traffic of 32 crore 8 lakh tonnes. I welcome all these achievements of the railways. It has made a commendable progress. Earlier, the railways had only steam operated engines and till 1950-51, these were 93 per cent of the total locomotives with the railways. But today the conditions have changed and at present, 68 per cent of railway engines are the electric ones and besides they also have the diesel engines. This is an indicative of the fact that railways have made substantial progress and are still marching ahead on the path of progress.

So far as the financial position of the railways is concerned, as I submitted earlier too, it has earned a profit of Rs. 140 crores this year. As the hon. Railway Minister stated in his speech, its financial administration has been extremely good and they express their happiness on the percentage of its contribution in the Central revenue which has remained good constantly during the year 1987-88, 1988-89 and 1989-90. In 1987-88, its contribution was Rs. 516 crores, in 1988-89, it is more than Rs. 657 crores and in 1989-90, it will touch the mark of Rs. 800-850 crores towards the central revenue. This is an indicative of the fact that the financial position of the Railway Department is very good. We are happy that it is functioning with its own resources and has contributed 61 percent of the provisions made for the Sev-

[Smt. Prabhawati Gupta]

enth Five Year Plan while during the Sixth Five Year Plan, it was 45 per cent and in the Fifth Five Year Plan, it was only 25 per cent. This indicates that Railways function on their own resources and also contribute a substantial amount to the central revenue. This reveals that its financial administration is very good and it has got a well-organised and effective system. We welcome this as well.

Mr. Deputy-Speaker, Sir, I have already submitted that ours is the largest railway system in Asia and under this system there has been 19 per cent increase in the passenger traffic. So far as the movement of freight traffic is concerned it has registered a significant increase of 27 per cent. The hon. Railway Minister has made various remarkable announcements which we welcome. He was not increased the passenger fare, nor has he made any increase in the rate of season ticket. He has made a provision of approximately Rs. 4450 crore for their annual plan. This shows that railways have made a remarkable progress but 11 per cent increase in the freight charges will have a direct impact on prices. I do not hesitate from submitting this. He has given some concession on salt, jaggery, edible oils, fruits and vegetables and on the fodder for the cattle. This is worth appreciation. Besides, the recipients of the President's Award, Dronacharya Award and the sportsmen have been given 50 per cent concession in the railway fare and this is a welcome step. Those receiving police medals have also been allowed concession and the most remarkable thing is that 25 per cent concession has been given to the people above 65 years. I would like to know from him the reasons for which a concession of only 25 per cent has been given to them. It is my submission to the hon. Deputy Minister that since he is going to give them some concessions, he should raise it to 50 per cent.

The Government has given the facility to the freedom fighters for the next 2 years. My submission is that these people are great

for they participated in the struggle for independence. They should be given this facility for the whole life. If the Government is unable to go to that extent, it should be made tenable at least for a period of 5 years because now-a-days everybody can not afford to travel. If this concession is given to them, these people will be able to go around their country and will realise that the Government have given a recognition to their contribution in independence and have awarded this concession.

Besides, it is an appreciable step that war widows have been given concessions. I welcome this step of the Government and request that it should be continued.

We are proud that the Railway Department has taken the responsibility of substantial amount of manufacturing work. It manufactures passenger coaches, engines, etc. in its factories. The Engineers of the Railway Department have undertaken and completed creditably many prestigious works in Mexico, Malaysia and many other countries and have added laurels to the prestige of the Railway Department. This is also appreciable that the railway diesel engines are being manufactured indigenously and there has been an increase in their installed capacity which has been raised from 100 to 110 units. Installed capacity of the Chittaranjan and Varanasi locomotive works has also been increased. The Integral Coach factory at Perambur has also achieved the target of hundred per cent utilisation of their installed capacity. We are making a stride in every direction. Besides the Perambur integral Coach factory, the Bangalore factory has improved its wheel and axle manufacturing capacity. For all these record performances the Railway Department deserves appreciation. The Government has undertaken the process of modernisation of railways.

But I would like to make one submission in this regard that today only we were travelling by Rajdhani Express. Its speed has been increased but this train is not good. The suggestions which we had made in this regard have been implemented to an extent

but the railway tracks also should be in a good condition to ensure the proper running of the trains. The railway track should be strong enough to bear the load of heavy wagons.

The Government imports some spare parts from Canada and Japan etc. These should be manufactured indigenously under foreign collaboration. While initiating the indigenous manufacture, the Government has done a commendable thing. The Government should pay attention to this.

While the Railway Department has done a commendable job, State Minister of the Railways Shri Madhavrao Scindia has proved his integrity. I feel that the corruption in the Railway Department has been reduced to a considerable extent. Performance of the Railway Department has been very commendable.

The hon. Member of Parliament from Madhya Pradesh Shri Chandrakar was submitting that Madhya Pradesh and Orissa are very backward States. I agree that more programmes should be undertaken in backward areas. The whole of India and all the people of this country are our own. But should we repeatedly submit about the areas like Bihar which have always remained backward. The people of Bihar have contributed a great deal in the struggle for independence. At least that thing should be borne in mind that Bihar has been constantly ignored. The entire House had expressed its views on this issue at the time when the hon. Minister was delivering his speech of the Railway Budget.

Similarly, it may be the roads or waterways, Bihar State is backward in every respect. Though Ganga, Yamuna, Gandak and Kosi rivers flow there but no waterways facility is available there. It is a matter of great regret that Bihar is being ignored continuously by the Railway Ministry. After independence, 7500 kms long railway tracks have been constructed and renewed all over the country but Bihar got only five per cent share of it. Out of 6400 km railway track in all

over India only 5300 km is in Bihar. Though Bihar is a big state having 54 seats of Lok Sabha, yet it is being ignored. The foundation stone of Bagha-Chhitouni railway bridge was laid by our late Prime Minister Shrimati Indira Gandhi in 1974. This railway bridge will link North Bihar with East Uttar Pradesh. Though new railway line from Bagha to Balmikinagar was constructed with the cost of Rs. 7 crores to provide rail facility to the people and to transport fruits etc. yet no attention has been paid towards the construction of this bridge. On behalf of the people I demand that the Government should revise the Railway Budget and make announcement in the House that this bridge will be constructed in the current financial year. We should at least think about the great leader who had laid the foundation stone of this bridge and we should see that the bridge is complete at the earliest. As per the wishes of the people, that area should be linked with East Uttar Pradesh. It is the demand of the people of entire Bihar. Entire Bihar State has been ignored. You said that Madhya Pradesh got nothing from this budget, but out of four new railway lines, two have been given to Madhya Pradesh. It is true saying that 'ghee kahan gay Dal main.' You could have given one new railway line each to Bihar and Madhya Pradesh. The declaration regarding Darbhanga-Smastipur broad gauge line was made by late Shri Lalit Narayan Mishra in 1981 and its foundation stone was laid by late Shri Kedar Pandey. Therefore, it has become your responsibility to complete this project costing Rs. 12 crores. It is an economically backward area.

Survey of the Muzaffarpur-Rakhsol-Narkatiaganj railway line has been conducted. North Bihar is the Central point of the State of Bihar. It abounds in gains production. If there are adequate means of transportation this area can supply foodgrain to the entire country. The land over there has been described as 'Shasya-Shyamala'. I request the hon. Rail Minister to declare that construction of this 'broad-gauge' line would be undertaken in the current financial year and thus a long-standing demand of the people of the State would be refilled.

[Smt. Prabhawati Gupta]

Something should be done for Bihar.

The Railway Convention Committee had a tour of Bihar in 1980 and the Bihar Government submitted 29 projects to the committee. At least some of these should be taken up. When Dr. Jagannath Mishra was Chief Minister, a railway official had been deputed to that area. 'Koshang' was established there but now it has been closed for reasons of economy. Which economic theory suggests an economical approach for the development works. The Savhare-Hasanpur line should also be completed. It was mentioned that the Chhapra-Odeyar, 171 kilometre long, railway line would be surveyed to connect North Bihar. When lines already surveyed have not been taken up for construction how can we expect anything to come out of this survey, North Bihar will hardly gain anything if this railway line merely touches the area.

The Bihar Government has requested for the restoration of 'Koshang' in the State and sending officials from the railway department on deputation as has been done in Orissa. The Government of Bihar has submitted 29 Projects, attention should be paid to them. Bihar is a backward state a construction of a railway line there will benefit the whole country.

The State has mineral wealth and forest resources in abundance. Other States will also be benefitted in the matter of transportation facilities. Electrification of the Asansol-Mughalsarai line is a long-standing project. This should be completed and the Rajdhani Express should go via Patna once a week. Until the line is electrified, the Rajdhani Express may be hauled by a diesel engine. Hon. Shrimati Kishori Sinha who comes from the constituency of Vaishali in North Bihar is present here. Hajipur-Vaishali is an important although a backward area. The Hajipur, Vaishali, Sahibganj, Kesaria and Sugaoli line is important from the defence point of view. Nepal is adjacent to that area. So an alternative arrangement for a

railway line should be made over there. It was said that 67 model stations are being set up. Rs. 100 crores have been allocated for this purpose and two such stations are planned for Bihar. Mahatma Gandhi gave the call for Independence in Champaran which falls in Motihari district. This area has been ignored by the Railway Department. Prior to Independence, Mahatma Gandhi started the 'Salt Satyagraha' from Motihari railway station. This station should be made into a model station. I welcome the Rail Budget. But the people of Bihar are sore over the stepmotherly treatment given to Bihar. The track in Gaya and Patna should be doubled. I hope the Rail Ministry will consider my points for implementation. With these words I conclude my speech.

[English]

SHRI VIJAY N. PATIL (Erandol): Mr. Deputy-Speaker, Sir, first of all I would like to say that but for a few years break up, we have the unique distinction of having the Railway Ministers continuously from Bihar is still the hon. Minister from Bihar is complaining that proper justice is not being given to that State. I was surprised to hear that. I was also listening to the speech of Shri Basudeb Acharia and he said that the people who are working in the Railways as contract labourers should be absorbed into service. I think the Department of Railways should consider maintaining the proportion of railway employees to the proportion of the passengers who travel every day. I think to day, there are 16 lakh employees in the service of the Railways catering to the service of one crore passengers. I think the Railways employ six lakh employees to cater to the needs of goods-traffic and 10 lakh employees to cater to the needs of the passenger-traffic. It means that one employee is engaged to do service for just 10 passengers only. It just compares with a matador only. So, I would suggest that one employee should be employed to cater to the needs of 50 passengers in a train. That should be our target. It should not be like what we see in Calcutta. In Calcutta, in a bus, just for catering to the needs of 25 passengers, we find there are two drivers and two

conductors. But I have not seen the same practice in other cities.

It is time for us to have considered our policy regarding Metre-gauge lines. The Department of Railways and also the Ministry say that the Metro-Gauge line is to stay.

15.00 hrs.

But, I think, in our corporate planning, if you want to double the figures of goods traffic and passenger traffic by the year 2000 A.D., you cannot do it with metro gauge lines connecting capital cities like Jaipur and other places. If you see the figures, it is in tonnes per kilometre per day. For broad gauge line, it comes to 1449 and for metre gauge line, it is 731—exactly the half. Even for passenger vehicle kilometre, per vehicle per day, it comes to 388 for broad gauge line and 248 for metre gauge. And for long distance transport of goods, for example, from Calcutta to Jaipur, you cannot do it in one haul.

15.01 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Either it is to be transported by trucks from Delhi or you have to again re-load it in metre gauge wagons. Nowadays there is a talk of railway bonds for new railways. That should be seriously considered. I have seen that many railway officers are reluctant about these new trends. When we considered a link railway between Bombay and New Bombay, Government of Maharashtra decided to issue bonds and the progress is faster in it. So also, there is a demand for raising capital through bonds for converting the metre gauge line into broad gauge line between Manmad and Hyderabad. But the argument put forth is that after some time, passengers will have to pay more for it. But, I think, commuters in these respective areas are ready to pay more per ticket. They want faster service; they want convenient service. For example, if the conversion is there, passengers from Aurangabad can directly go to Bombay without changing the train at Manmad. (*Interruptions*)

SHRI AJIT KUMAR SAHA (Vishnupur): That will be done by Prof. Madhu Dandavate.

SHRI VIJAY N. PATIL: This is your height of imagination. They were given a chance once but they could not take the opportunity.

PROF. MADHU DANDAVATE (Rajapur): He is saying it without my consent.

SHRI VIJAY N. PATIL: Anyway, if he joins our party, that may be a different thing.

PROF. MADHU DANDAVATE: Never in my life time.

SHRI VIJAY N. PATIL: MR. Chairman, Sir, we are catering more towards the people who stay in between bigger cities, for example, between Bhopal and Bhusawal, between Bhopal and Jhansi. We are not paying much attention to the smaller villages. Passenger Trains are sometimes cancelled for the express trains. And there are commuters who want to come to bigger cities for service, for education and for other business purposes. They find it difficult to reach cities. What they do is, they resort to chain pulling even in express trains whether it is between Baroda and Bombay or between Asansol and Calcutta. If they do not reach in time, then these things happen and long distance passengers suffer.

I would like to suggest that wherever there is electrification, local passengers should be carried by fast local trains like the suburban local service. What I suggest is if you introduce an EMU between Bhusawal and Manmad, the passengers can reach fast and they will not crowd into the Maharashtra Express or Punjab Mail or Amritsar Express as they will be getting faster means of travel. Wherever there is electrification, the passenger trains should be converted into EMU trains. They would have faster speed and the local people from the villages and small towns can get better service.

In the corporate planning we have got

[Sh. Vijay N. Patil]

very good and encouraging figures which we are thinking of achieving by the year 2000 AD. If you see the yearly progress I think it will be a little difficult. You have shown that you want to reach 400 billion net tonne kilometres by the year 2000 AD. Even in passenger sector you want to reach the target of about 330 billion passenger kilometres in the next 11 years. We are not able to understand how you are going to achieve these targets. Your attempt of reduction in the cost of transport—you are planning for 15% reduction in the cost of transport by the year 2000 AD is welcome.

I think with the introduction of new trains, super fast trains, extension of the existing trains and increasing the frequency of biweekly trains to daily trains, the saturation point has reached on the existing lines. You will have to either surrender the goods transport or the passenger traffic if you want to increase either of these two. If you are going to plan for some more lines to ease the congestion, then only will you be able to increase the passenger traffic and the goods transport also.

I would like to suggest that from Bhusaval to Bombay you have to plan a third line. On this line there is heavy traffic from Calcutta to Bombay, from Delhi to Bombay and some traffic from Ahmedabad to Bangalore also. You have to plan a second line between Surat and Bhusaval. There is a suggestion about Manmad-Indore railway line so that the Bombay-Delhi can have a third railway line and the pressure on Agra-tarsi section can be reduced.

PROF. N.G. RANGA (Guntur): Where from are you going to get all these thousands of crores of rupees?

SHRI VIJAY N. PATIL: For thousands of crores of rupees people can come forward. You can raise bonds. Even in our present economy we are having Indira Vikas Patra, Kisan Vikas Patra and so many Vikas Patras. We are collecting the money in thou-

sand crores through these Vikas Patras for the expenditure for general development. So for the development of railways also we can have special bonds.

You decide once and for all. You have fixed this target of 400 billion tonnes transport and 330 billion passengers. Have you fixed the target as to how many thousand kilometres of new railway lines you will be able to construct by the year 2000 AD? If you fix the target and start raising funds from various areas; the areas which give you response you can construct the railway line there so that you can cater to the needs of those people and the common man all over the country will be satisfied with your planning.

I congratulate for your good performance for the less number of accidents, for increased targets in goods and passenger traffic and for providing good amenities with all the shortcomings that you have. I congratulate the Ministers, the officers upto the last employee of the Department for the good performance of last year.

SHRI BHATTAM SRIRAMA MURTY (Visakhapatnam): Mr. Chairman Sir let me at the outset make a brief passing reference to the hike in prices resorted to by the Government during this year as well. It will certainly have a multiplying effect, a cascading effect and the satisfaction that the passengers are not directly touched by increase in fares is also short lived. Anybody can see through the game and everybody has come to realise, that through the indirect method of taxation, the common man's pocket is also touched.

Sir, I will have to point out at the outset that during the last two decades right from 1968-69 to 1988-89 this is the highest ever hike resorted to by the Government. In the year 1988-89 Rs. 632 crores were raised through additional levies. That was considered to be the highest. That was the record. The Government broke their own record and now the imposition of levies comes to Rs. 876 crores this year. So, this is the way in which the Government is progressing.

There is not a single year when imposition of higher rates was not resorted to. The present hike comes on the top of last year's 6 per cent increase in freight rates and 10.6 per cent increase in parcel and luggage rates. That has also got to be noted. Apparently the hike is 11 per cent but the maximum cumulative effect is 18 per cent and on an average it comes to 14 per cent.

It is also said that exemptions have been made but I would like to point out that sugar, tea, kerosene and textiles have not been exempted. These are the items which touch the common man and they remain untouched. Something has to be done and Government should re-consider and exempt these items.

I would also like to submit that the exempted items form a very insignificant part of the freight carried by the Railways. For instance, 80 per cent of the total freight is accounted for by coal, iron ore, foodgrains, petroleum, cement, steel, etc. Now only 20 per cent is left. Out of that 7-8 per cent is accounted for by the material that the Railways carry for their own use. So barely 12 per cent is left. Vegetables and fruits were exempted but what are the practical implications as against the background given above. Out of 7-8 per cent the agriculturists will not be able to get wagons for the movement of their fruits, vegetables, etc. They will have to suffer. The net result would be that the agriculturists and the small scale industries are bound to suffer.

Again, concessions have been announced. What are those concessions? The concessions only pertain to long-distance travelling and for the over-aged persons. Why no concession has been given for short-distance travel? Obviously this concession of long-distance cannot be availed of by the poor people who travel short distance.

Therefore, I say this is only an effort to raise more and more revenue at the cost of the common man. Before I come to financial performance of the Railways I

would like to make a reference to some of the Railways, for instance, Eastern Railways. The Railway-Wise figures of net revenue to capital at charge are being furnished by me now. In the year 1988-89 it is minus 7.5 per cent. Actually there is no contribution. It is minus one. Similarly, North-Eastern Railway; -41.3 per cent, North-Eastern Frontier Railway: -30.1 per cent; Southern Railway: -14.3 per cent. I touched upon the performance of these four railways. They are not contributing to the net revenues. This is so since 1978-79 as per the figures which have been furnished to us. Earlier, the situation might be the same; I don't know. Have you taken any steps to improve the financial viability of these railways and what are the steps taken? Obviously, I hope that some steps are being contemplated. Railways keep on losing heavily on coach services and carriage of low-rated commodities. This is the general situation.

The debt burden of railways is growing. It is forced to raise funds through bonds. The debt burden last year was Rs. 128 crores. This year, it has already increased to Rs. 271 crores. It is bound to rise to Rs. 400 crores in 1989-90. So the debt burden is increasing.

Let me make a reference to railways indebtedness to the general revenues. In 1983-84, it was Rs. 423 crores. In 1989-90, it goes up to Rs. 805 crores. Together with the deferred dividend-liability of Rs. 780 crores, the total indebtedness comes to Rs. 1,585 crores. This is how the indebtedness is increasing.

About Rs. 1,600 crores are being raised through Railway Finance Corporation during the course of last 1 1/2 years. An amount of Rs. 1,300 crores is being raised through external loans. What else can the Railway Ministry do? Now, out of every rupee that is mobilised, only 1.13 paise goes towards development. That is the revealing picture given to us. What development could we expect unless the Government finds funds through other means like borrowing money internally and externally or through some such source. As was pointed out by the

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speakers who preceded me, the funds, which flow from the Planning Commission, are being reduced from one Plan period to another. Therefore, there is no other remedy or other course left to the Minister also.

The capacity of the railways for additional transport has come to a plateau. Transportation system in the country is deficient in several respects. There is no hope that transport capacities will be available commensurate with the economic development of the country. My only hope is that perspective transport policies on an integrated basis will be initiated by the Government. This was, in a way, hinted by the then Minister of Railways while presenting his first budget at the commencement of the first session during the current term of this Lok Sabha. But there is no such integrated national transport policy inside. The railways, road transport, shipping transport, inland transport should come within the framework of an integrated national transportation policy. We must be able to formulate a national perspective plan. That will have to be on an integrated basis made available to us.

Before I come to over-aged assets and other things, I would like to make a brief mention about the aspects like modernisation and technological upgradation. They are the paramount objectives of the Government. Therefore, let us examine what had happened. The Railways have not yet finalised the technology for the manufacture of improved versions of rolling stock. This is my first point. In spite of the Plan objectives, they are the defaulters in the sense that they have not finalised the technology as far as the improved versions of rolling stock are concerned.

Secondly, there is an inordinate delay in finalising appropriate types of locomotives, wagons and coaches which is burdening the system with out-moded stock.

Third comes the slow pace of condemnation and phasing out of overaged

stocks. The Government forgets that as a result of that, the operational efficiency gets adversely affected.

Next comes to indigenous availability of required quality of rail which need to be augmented. There are no signs of augmenting the required quality of rails to avoid imports.

Let me come to overaged assets. Plan programme would accord top priority for replacement of overaged assets for technology upgradation. As far as the wagons are concerned the over aged assets at the end of the Sixth Plan come to 23,395 and at the end of the Seventh Plan the figure is 32,191. For coaches, the figure at the end of the Sixth Plan comes to 4760 and for Seventh Plan, it is 7342. For steam locos, the figure for at the end of Sixth Plan is 286 and at the end of Seventh Plan, it is 575. Further break up, as far as metre gauge is concerned, at the end of Sixth Plan is 3944 and at the end of Seventh Plan, it is 13,341. It is said that for replacement of overaged assets a phased programme will be worked out. What is the phased programme which has been worked out? Can I find it placed on the Table of the House? Huge arrears of replacement of overaged assets have accumulated. The rolling stock designs are out-moded. The percentage of ineffective rolling stock far exceeds the prescribed levels. This is what is stated. The position is not encouraging. I do not know how the Ministry is going to continue in this situation. The fleet consists of 2805 diesels, 1194 electricals and 6212 locomotives. Steam traction is inefficient from operational point of view and also from the point of view of energy consumption. It is out-moded form. It has got to be abandoned and got to be replaced. It has got to be completely phased out. I think that at the end of 2000, we will be able to do that. The way they proceed they will not be able to do it now.

As far as the gauge conversions are concerned, out of the total route length of 62000 broad gauge is 53 per cent, metre gauge is 40 per cent. At this rate, when will

you be able to do these conversions completely to our satisfaction? I do not think that you will be able to do.

As regards track renewal, the Sixth Plan target was 14000 kms but the actual achievement was 9200 kms. This is so in spite of the fact that the funds were sufficiently made available to the Railways. There was increase in outlays from Rs. 500 crores to Rs. 1075 crores in the Plan. Even then, the target could not be achieved. It is only for the reason that there was increase in the cost of steel.

In the 7th Plan, the total target was 2000 kms. I am not sure whether the Railways would be able to achieve the target, because to fulfil that target, they would have to complete 5000 kms per year. This is because the highest record in this respect was 4540 kms in 1987-88. I congratulate the people concerned about that. But immediately next year they reduced the target to 3750 kms. During the current year, if you want to hit the target, then you will have to perform beyond 5000 kms. Obviously, you would not be able to achieve the target.

Your arrears in this respect stood at 2000 kms at the beginning of the 7th Plan and they will come down to 12000 kms by 31.3.1990 and which can be wiped out in 1994-95. This is what the Minister says. This is the situation.

Then, about the number of coaching vehicles. The number of coaching vehicles as on 31.3.1980 stood at 8295. By the end of the 6th Plan, it came down to 7789. As on 31.3.1986 it got further reduced to 7543, and then on 31.3.1988, it came down to 7275. How is the number going down.? You have to explain this.

Similarly, the number of wagons. The total number of wagons as on 31.3.1980 was 505183. By the end of the 6th Plan, it got reduced to 365392. After the first three years of the 7th Plan, it has further gone down to 346844. Thus, the number of wagons is continuously decreasing.

Then, the route KM of new lines. During the 3rd Plan, it was 2152 kms during the 4th Plan, it was 1835 kms during the 6th Plan, it was 1616 km, and during the first three years of the 7th Plan, it is 832 kms. That is the situation.

Let us have a look at the electrification. Out of about 62000 km, only 11 per cent is electrificated. The rate of progress during each Plan period has been decreasing. During the 2nd Plan period, 360 kms were electrified, in the 3th Plan, 1675 kms were electrified, in the 6th Plan, 1522 kms were electrified and during the first three years of the 7th Plan, 1832 kms have been electrified. The original target for the 7th Plan was 5049 kms, but it was reduced to 3400 kms. You had first a target of 1000 kms per year and had also drawn up a programme for ten years. Now, we do not know whether you would be able to reach that reduced target also. This is because our rate of electrification has been 300 kms per year before 1973, but subsequently it was dropped to 190 kms during the 5th Plan and to 180 kms in 1980. That is the situation.

As against this, in the developed countries, they have optimised their inputs in electrification with the result that in Australia, electrification in Railways is 48 per cent, in Japan 48 per cent, in Italy 48 per cent, in Sweden 62 per cent, in Switzerland 99 per cent and in India it is only 11 per cent.

As far as electrifications is concerned, as I was trying to place the few facts earlier regarding the PO work as to how the performance of the Government is not up to the mark, I would like to point out that the Minister has stated that during the 7th Plan 1800 route Km. will be carried over to the 8th Plan. This is the situation. This is happening during every plan period. Do you know what happened in the 6th Plan? Let me refer to that.

The 3400 km route which is planned for the 7th Plan includes all the work of the 6th Plan. The addition in the 7th Plan is almost nominal. Same thing happened in the 7th

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Plan. So, this is what is happening. The object of achieving 1000 km route per year is not going to be achieved by this Government. A 10 year Plan programme for the electrification which is said to have been formulated a year back has been ditched. It is no longer in existence. So, there is no question of its implementation.

Now, as far as the new line are concerned, as against the requirement of Rs. 1470 crores for all the on-going new line projects the allocation for the year 1988-89 is just Rs. 195 crores. For the completion of this project you require Rs. 1470 crores and you are provided with just Rs. 195 crores. As to how can they be achieved at the end of 7th Plan I would like to know.

There are 26 on-going projects involving a length of 2315 km with a residual fund requirement of Rs. 1781 crores. This is what the Minister stated. Similarly, if you look into the gauge conversion plan, at the end of the 7th Plan, 8 on going gauge conversion project involving a length of about 1205 km will remain. They require Rs. 442 crores. As against the requirement of Rs. 452 crores for gauge conversion project involving a length of 1429 km, only Rs. 60 crores was provided for 178 km. line. This is the provision made and this is the objective fixed. This is how during every plan period things are progressing.

You had a Corporate Plan which referred to over-aged assets which need to be replaced by 2000. The figures for this read: Steam locomotive-5900, Diesel locomotive-424, Coaches-21872, EMUs-1696 and Track renewal-50,000 km of tracks in addition to new lines. This involves a huge cost of Rs. 46150 crores. How will you be able to reach to this target, it is up to you to decide. I am not sure whether you will be able to reach the target.

It was stated that a long term perspective plan for the expansion of the existing network would be drawn up. Many I know

from the hon. Minister what was that perspective plan which would be drawn for the expansion of the railway lines? Since the dawn of the independence only 8380 km new lines are laid. Therefore, whatever has been done in the past has been done by the British Government. You are only thinking of the replacement or rehabilitation and things like that. You are not able to lay any new routes. In the first three years of the Seventh Five Year Plan, there were only 140 KM of new lines. This is the situation. Therefore, the long term perspective plan which was announced sometime earlier may be given in all its details to the members of Lok Sabha, so that we will be enlightened on this aspect as well.

Before I conclude, I may have to raise the point about amenities. In the Annual Plan, out of a total amount of Rs. 4450 crores, only Rs. 24 crores have been provided for amenities. This Rs. 24 crores constitutes barely 0.5 per cent. Is it not a mockery? How can the Minister hope to achieve anything worthwhile with this meagre amount, as far as amenities are concerned? I would like to point out that the achievement will not be commensurate to the expectations and he will be failing on more than one count.

Let me make a brief mention about the overbridge at Rama Murty Pantulu Peta in Visakhapatnam. Several times I have mentioned about it to the Minister and I have written letters a number of times. Replies have been sent to me. Some proposals have been mooted. But ultimately I do not know where the matter is at the moment. The overbridge at Rama Murty Pantulu Peta in Visakhapatnam does not find a place in the Railway Budget. I do not know how far it has progressed and where it has got stuck up. I request the Railway Minister to look into it.

Shri Basudeb Acharia made a mention about the electrification of Kharagpur-Vijaywada Railway line which is absolutely necessary. This has been long pending, awaiting clearance. I request the Minister to give special attention to this aspect also.

There are certain other proposals which have been long pending. A new railway line from Kirandel in Madhya Pradesh to Kovvur in Another Pradesh mainly for transportation of iron ore to Kovvur is very essential. This has been raised by the State Government a number of times. The members of Lok Sabha have also approached the Ministry repeatedly. I wonder when all these things will see the light of the day.

Similarly, Dantwara-Bhadrachalam road on Kovvur line will open up Nagarjuna-sagar Delta area, by providing the much needed transportation. The cost-cum-feasibility report was conducted as early as in 1965. But nothing has happened till today. This must be looked into.

Nadikudi-Venkatagiri line, Nandyal-Er-raguntla line, Circular Railway Line in Hyderabad, etc. are pending for quite a long time. Circular line in Hyderabad city was a long-felt need. It is before the Government. Since it is a long-pending project, I request the Minister to kindly look into this aspect.

SHRIMATI D.K. THARA DEVI SIDDHARTHA (Chikmagalur): In his speech, the hon. Railway Minister has emphasised very rightly on productivity and modernisation. Railways have been one of the priorities of the Prime Minister and also of the Government. Accordingly, Railways have performed with distinction in spite of a difficult year faced with previous year's drought, floods and certain post-budget developments. The financial management of the Railways is very good. The performance in the entire Seventh Five Year Plan period has been quite impressive. The significant feature is the consistent improvement in all key areas surpassing the previous records.

Sir, transportation, especially railway transportation is the lifeline of Indian Economy. The progress of Railways will boost the country's economy. Resource constraint is a major handicap for developing and modernising the infrastructure. conventional resource mobilisation will not be able to cope

up with the present demands. Twenty-six on-going projects of nearly 2315 kms length will have to be covered with the residuary amount of Rs. 1781 crores. Hence we must lay emphasis on exploring new avenues for resource mobilisation. Some new lines are going to be taken during the next financial year. However it is disappointing that the long standing demand of Chikmagalur, endorsed by Smt. Indira Gandhi when she won the historical 1978 Chikmagalur election, has not been given due importance. On the initiative of Smt. Indiraji, the survey was done between 1983 and 1986 on the Kadur-Chikmagalur 43 kms. metre gauge line estimating a cost of around Rs. 30 crores. Since then nothing has happened regarding this.

Sir, Chikmagalur is the largest coffee producing area in the country. It generates enormous amount of foreign exchange and is also one of the picturesque places located in the beautiful western ghat region. It is a also tourism centre. It is very close to world famous Belur, Halebid and Dharmasthala tourist places. People of Chikmagalur are awaiting to hear Indiraji's promise come true. So Chikmagalur, once represented by Indiraji's craves for a rail link-I appeal to the Minister to kindly accord Chikmagalur equal status and attention as Gwalior, if not more. It could be a tribute to Indiraji whom people of Chikmagalur stood steadfast during critical and turbulent times of this country. The Railway Ministry's rehabilitation programme to wipe out large accumulated backlog of track renewal of 1900 kms. at the beginning of the Seventh Five Year Plan is commendable. This will have enormous impact on the working of Railways during the next decade and the country will also benefit from this. The Railways have a major role in the industrialisation of the country. Access to backward areas and under developed areas is inadequate. The present norms for laying new railway lines in backward areas are inadequate for their development. Norms should be revised but at the sometime the resource constraint should also be kept in mind. Hence a separate fund for Backward Area Railway development must be raised. For this, international financial institution

[Smt. D.K. Thara Devi Siddhartha]

must also be approached and the Government should come forward to bear the burden of expenditure to some extent. Railways are the nation's artery and it is necessary to provide rail link to every district headquarters of the country, especially those districts which grow large amount of each crops and so on. My District, i.e. Chikmagalur also needs a railway link. Adequate measures should be taken to see that the travelling time between New Delhi and other far off State Capitals be reduced so that at least a minimum of 20 per cent reduction in travelling time is achieved. It should be given a top priority. Safety assumes great importance, especially in monsoon-prone track areas. All such spots must be identified, and a monsoon time signal post must be set up.

Another important point is that the present system of sanitation must be re-vamped, so that toilet waste is not disposed of into the open. The atmosphere should not be polluted, and also hygiene and cleanliness must get priority. To begin with, in this year itself, the New Delhi railway station must be made filth-free. Let us make it a national show piece railway station.

Finally, I urge the Railway Minister's attention towards the development of railway network in Karnataka. The fears that Karnataka is being neglected, must be allayed. I request sympathetic consideration for Karnataka's demands. I plead for some of the important demands from Karnataka, viz. conversion of Mysore-Bangalore is very slow, due to lack of funds. The work must be expedited.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): She has not read the report, Sir, We have given Rs. 17 crores.

SHRIMATI D.K. THARA DEVI SIDDHARTHA: Yes, but for the last four years, we have not been given the required amounts.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): You should thank the Railway Ministry.

SHRIMATI D.K. THARA DEVI SIDDHARTHA: Conversion of Bangalore-Miraj line into broad gauge must be included in the 8th Plan. In 1983, a zonal office was sanctioned for Karnataka. It is yet to be implemented. This must be done in 1989 itself.

I hope Railways will do well in the future, under his stewardship.

[*Translation*]

SHRI MADAN PANDEY (Gorakhpur): Mr. Chairman Sir, I am grateful to you for giving me an opportunity to express my views on the Rail Budget. Nothing more remains to be said as my hon. colleagues in the Opposition have already given detailed statistics related to the railways. Discussion on the Railway Budget gives us an opportunity to reflect on the progress made by railways in terms of providing facilities to the general public.

There is no doubt that the budgets presented by our hon. Rail Minister in the last few years have been more progressive than the proceeding budgets. Our hon. Rail Minister has ambitious ideas of taking Indian Railways into the 21st Century. Hon. Minister is aware that Indian Railways have taken long time to increase the speed from 75 Km ph. to 140 Km ph. In the 21st century with such an speed how can we hope to compete with the advanced nations of the world? I think Hon. Rail Minister knows very well about the Bullet Train of Japan or the fast running trains of France. Along with this, I am sure he is also aware of the role to be played by railways in the country's development. As is well known this country has always lacked speedy means of transporting goods from one place to another. Previously bullock-carts travelled at a speed of 3 kmph but now we see introduction of trains with a speed of 140 kmph. This is certainly most praise-

worthy. Now we can transport essential commodities from one place to another very quickly. Now we have reached a level when we can develop our planning process by observing railways of other countries. We should develop our railways to match any other country in the world. Just not hon. Shrimati Prabhawati Gupta mentioned the State of the coaches of the Rajdhani Express. I request the hon. Minister of State for Railways to travel at least once in that train. The coaches of that train need to be replaced. If we can increase the production of coaches we can increase the speed of Rajdhani Express also to 140 kmph. The only obstacle in the process is that either the Planning Commission is not allocating sufficient funds or the hon. Minister is reluctant to ask for funds. He has always been a giver and has never asked for anything. I request him to ask for funds in this matter. If proper finances are provided in one five Year Plan we can have coaches, locomotives, electric traction and other infrastructure to take the Indian Railways into the 21st century. We can fulfill our dream of entering the 21st century in this manner.

In peace-time railways are responsible for the smooth functioning of trade and commerce. But railways are also essential for defense purposes. I have drawn the hon. Minister's attention towards the fact that defense is never touched upon in railway planning. Some amendments from the defense point of view in the railway planning even now would be of great help. Other aspects of railway development would, of course, remaining the same. No doubt we demand various facilities but we are helpless. Some of us have seen history taking shape over the past 50-60 years. As I had said during the party meeting also, the historical records may be gone through as to how valiantly the Nepalese forces fought the British. After reading the Sugoli Treaty the priorities in railway planning for West Bihar and East Uttar Pradesh should be rearranged from the point of view of defense. I don't like to repeat but three days back I had raised a question on Chitauri-Baraha. The reply was it is not viable from the economic

point of view. May I know if the viability of defense items is ever questioned? The 'Burhi' Gandak divides Western Bihar and Eastern Uttar Pradesh. This area is the most backward not only in India but in the entire world. The only rail link is at Sonapur which provides a link between Eastern Uttar Pradesh and Western Bihar. If an unforeseen incident occurs the Government will be left with no alternative. We have beseeched the grave of late Shrimati Indira Gandhi. She had laid the foundation stone in the presence of nearly 5 lakh people. I was present there. Hon. Deputy Minister, Shri Mahabir Prasad, Shri Kedar Pandey, Shri L.N. Mishra, Shri Manoj Pandey and late Shri Genda Singh were also present there. The foundation stone was laid in the presence of all of us and that spread a wave of joy among the people. But the scheme fizzled out. The hon. Minister might be feeling annoyed when we remind him about it time and again. I beg his pardon for causing annoyance to him, but I request him kindly to examine the matter which needs his attention.

I would like to express my thanks to him for conversion of gauge. Last year, he provided Rs. 8.5 crores for the Bhatni Varanasi line and this time a sum of Rs. 23 crores has been provided for the same work. But is this amount sufficient? Will the railways stick to the decision that it must complete the schemes already taken up before embarking upon new projects, which may be taken up only when you are in a position to mobilise additional resources to meet their cost since with the spill over of the projects, the actual cost goes on multiplying, which is difficult to contain.

Hon. Railway Minister, Sir, your department is a labour oriented department since manufacture of a coach provides employment to 4 persons. Due to the number of coach factories in the country being far below the requirement, the railways have not been able to serve the nation and the people to the desired extent in spite of its strong will to do so. I feel that shifting of a coach factory to Bhatinda or Kapurthala is not going to meet the requirements of our country. If you

[Sh. Madan Pandey]

set up even a small factory in a backward area, it generates employment for the local people and creates an industrial environment. It is the second Budget. It is a mini Government within the Government. The development of the whole country depends on the railways. Keeping in view, this aspect you should expand the railways rapidly. The air transport in our country is finding it difficult to cope up with our travel requirements. The train services run at a speed of 140 kilometre per hour will supplement the air services. It is therefore, necessary to pay attention to it.

Secondly, there is no doubt the C.R.P.F. and other security forces have provided some relief to us. But you have to give them some special instructions. It was only yesterday night when I was returning by the Vaishali Express along with several hon. Members of Parliament including Shri Chandra Shekhar. Suddenly 30 to 50 people entered our compartment at 2 a.m. and woke us up and started making enquiries about the contents of our baggage. Some of them extracted money from some passengers. My point is that the persons put on security duty should be instructed that in no case the passengers should be disturbed in their sleep and harassed. Of course, if they have definite clues, they may search the particular suspect. But they should not harass the passengers in this manner.

I would also like to say a few words about the catering service. It is of little consequence whether you subsidise the service or not, but the rates of tea, food etc. charged from the passengers travelling in second class in passenger trains have been increased. The Government should take measures to reduce the prices and improve the quality.

I am grateful to the hon. Minister of Railways who provided us an opportunity to visit Cochin twice a week. He has also been kind enough to provide us the opportunity of visiting Hyderabad twice a week. After Ernakulam, one can reach Cochin. It is not

possible to extend this train upto Trivandrum? If possible, this point may please be considered so that people of the north visiting Kanyakumari need not change trains at three places. This will also help them see the development works being undertaken there. You have provided such a link for other places.

16.00 hrs.

I had made a small request in the consultative committee but it was not accepted. I would like to repeat it here that duration of travel time taken by the trains running between Calcutta and Gorakhpur should be reduced. It can easily be reduced by 2 to 3 hours. I am sure that the Railway Board will consider this point and the Time Table Committee will also examine it.

With these words, I support the Budget and thank you for giving me an opportunity to express my views on the Railway Budget. I am also grateful to the hon. Minister of Railways for his making so many provisions in the Railway Budget.

16.01 hrs

[English]

SHRI PARAG CHALIHA (Jorhat): Mr. Chairman, I thank you for giving me this opportunity to speak.

I am glad to note that the Budget speech was very well read. I only wish the activities and performance of the Railways were as good as the reading of the Budget. The Budget is very interesting in parts and certainly not at all encouraging in respect of my region. I also note from his speech that he has taken Assam as lost in the next elections because no improvement or development work has been taken up there. Not a single tangible project for Assam can be seen in the whole Budget.

16.02 hrs

[SHRI SHARAD DIGHE *in the Chair*]

It is interesting to note that the capital at charge has risen from Rs. 827 crores in 1950 to Rs. 11662 crores in 1987-88. But the route kilometres created since 1947 is 8380 KMs. that is only 220 KMs per year. Similarly, only 951 locomotives have been added since Independence, which comes to about only 24 per year. Another intriguing thing to note is that, while coal accounted for 41.30 per cent in regard to movement of bulk commodities, the foodgrains movements accounted for 10.38 per cent. Why? In my region, most of the foodgrains are moved through the Roadways. We feel that if Railways do something in regard to movement of foodgrains, then the prices would be lower and cheaper.

Sir, not a single track has been earmarked or contemplated in the near future for my State. Only four projects are being taken up in N.E. Region involving a total of 38 KMs. Out of which, three are in Barak valley, Tripura, one in Balipara including Bhalukpung in Arunachal. Another project in my Constituency Amguri-Tuli has not been undertaken on the plea of boundary dispute between Assam and Nagaland.

Representation for setting up of the broadgauge linking the district headquarters have been going on since 1930s. I am very sorry to note that the present National Government has not done anything in this regard. It is a peculiar phenomenon in Assam that the Railways serve only the tea gardens and coal mines and has not done anything in regard to linking even the district headquarters. The broad gauge line terminates at Guwahati for which everything has to be transferred from broad gauge to metre gauge to serve the people in the interior areas.

Despite all our pleadings and representations, nothing has been done either for conversion into broad gauge line from Guwahati to Tinsukia linking the district

headquarters in the new Assam region.

A total of 8155 kms of track has been electrified up till 31 .3.88. You will be surprised to know that not a single km of railway track has so far been electrified in the North-eastern region. I am glad that the hon. Minister has taken a good step of introducing one contained service from Pandu. That will be helpful for export of tea. But the container service now introduced is very small and inadequate. I would request him to improve upon this service.

As a sportsman I thought the Railway Minister would give some importance for the proper use and development of sports in my region where there are quite a few talents, particularly in football, etc. The available infrastructure has not been properly tapped. Even at the Railway Headquarters, Maligaon, we do not have any infrastructure. I appeal to the hon. Minister to have the infrastructure for a full-fledged Sports Complex particularly with training facilities in my region.

A demand for a new railway division at Rangiya has been going on for quite some time. Nobody however has made any representation or survey about the immense possibility with proper infrastructure for starting a coach factory at Rangiya. Will the hon. Minister see that the new coach factory be set up Rangiya? Assam is generally considered to be the dumping ground for all things going from this side. We have the worst wagons, worst coaches and worst rolling stock. Therefore, if there is a coach factory, we can at least hope to get some of the benefits in the railway system in our region.

About railway level crossings, I am glad to know that a new system of solar powered radio operated audio visual warning system is proposed to be introduced. I do not know whether something in this regard will be done in my region also. The Government of Assam and the people of Assam have been making representations for some railway over-bridges at least on the level crossings of the National Highways. There are 12 such

[Sh. Parag Chaliha]

proposals pending with the Railway Ministry. May I request the hon. Minister to kindly see that the railway level crossings at least on the National Highways are considered?

I come from a region where the railway line is not a mere means of transport but a thorough lifeline. The Railway Minister knows much better than I do because in 1988 when we had five waves of floods and in 1987 when we had four such waves the railway movement was absolutely stalled for about three months. And stalling of railway movement means stalling of supply of foodgrains. Therefore, for us railways are much more important than a mere means of transport.

I hope, our dynamic Railway Minister will remove all these difficulties which I have expressed in the foreseeable future.

[*Translation*]

SHRI KESHAORAO PARDHI (Bhandara) : Mr. Chairman, Sir, I rise to support the Railway Budget for 1989-90, presented by the hon. Minister of State of Railways.

I feel that all the hon. Members, belonging to both the treasury and opposition benches should support and praise the work done by the hon. Minister of State of Railways for the modernisation, electrification, reservation, computerisation, etc. and the provisions made therefore in the current year's Budget. I thank him for not raising the passenger fares. But the increase of 11 percent in freight charges is bound to affect the common man. I request the hon. Minister to reconsider it. The railways have done lot of work during the last 4 years in every field. Some people say that it is Madhya Pradesh's Budget and some others make other baseless statements but if we examine it closely, we will come to the conclusion that the Railways have made lot of progress. There has been rapid progress in the matter of electrification and modernisation. Electrification work of Jhansi-Bhopal section on

Delhi-Madras line is in progress. This work should be completed at the earliest. But work on Bhusawal, Nagpur and Durg line has been going on at a slow pace inspite of priority being accorded to it. I had requested the hon. Minister of State of Railways and the hon. Deputy Minister to speed up the work. Similarly work on Bombay-Howrah main line should be completed early and work on its unfinished portion from Bhusawal to Drug should also be expedited. The people will be greatly benefited if Bhopal-Ballarshah section is electrified. It is also essential to double the line at places where there is only single line.

I would like to remind the hon. Minister that several new trains have been introduced in this Budget, but no new train has been provided for Nagpur, the second capital of Maharashtra. No new train has been introduced on Bombay-Howrah line also and there are no other trains except the old trains viz. 29 DN, 30 UP, 1 DN, 2 UP, Geetanjali Express. I request the hon. Minister to introduce a new train on this route also. The Vidarbha Express will run from Nagpur and its name and timings have also been changed. But I feel that its running time can be reduced by 3 hours. The quota of seats allotted to Sholapur, Nasik and Manmad goes unutilised as nobody boards the trains from there during the night. I, therefore, request that the quota of Nagpur should be increased so that people may travel by Vidharbha Express instead of other trains. Apart from this, there should be a provision of reservation quota from Gondia, Tumsar, Bhandara, Kamthi in this train so that the passengers from these places are also benefited.

I would like to draw the attention of the hon. Minister towards one more thing. The Government has, as a mark of respect, granted concession to sports persons, winners of Dronacharya awards, distinguished soldiers, brave persons and senior citizens and has issued Nehru Centenary passenger ticket. I sincerely thank the hon. Minister for this. The freedom fighters have also been extended some facilities during the last two

years. They will be highly benefited if one more facility is extended to them i.e. extension of this railway concession to the widows at least for one year after the death of the freedom fighter. Some days back wives of the freedom fighters had come here to press for this facility so that they could go on pilgrimage. Since you were busy with the Budget, I could not arrange a meeting with you. The Government must pay attention to it.

A separate department has been set up in the Ministry to provide effective coordination in implementing policy guidelines for passenger amenities. I hope that it will be quite helpful in attending to and removal of problems and difficulties of the passengers. It is necessary to post telephone attendants at Bhandara and Tumsar Road stations. Nehru Yatri Ticket should be made available at all the stations.

A.P. Express, Tamilnadu Express, and G.T. Express used to run with double engines but now these trains will be hauled by single engines and the number of coaches in each of these trains has also been reduced. Though Nagpur is the second capital of M.P. the quota of reservation from Nagpur is 10-20-30 respectively, while a full bogie is being attached to G.T. Express both ways from Bhopal. Therefore, this quota should be increased. People of Madhya Pradesh and people of 9 districts come here to board these trains. It is, therefore, urged that these trains may be provided double engines and the reservation quota may be increased. As regards, the narrow gauge line in Chandrapur, Gondia, Nayanpur and Jabalpur, the hon. Minister said that survey is being undertaken.

An accident occurred on the Chandrapur-Gonda-Nainpur-Jabalpur line 4 years ago in which 500 people were killed. This is a narrow gauge line and Shri Ghani Khan Chowdhary had agreed to convert it into broad gauge one. Recently an accident took place between Nainput and Jabalpur in which the Adivasis lost their lives. This line is hundreds of years old. You have also issued

a letter about conducting a survey of that line but it was disappointing to note that there has been no mention of it in your Railway Budget speech. If one has to reach Jhansi and takes this route from Chandrapur via Jabalpur, the distance will be reduced by 350 kms. Similarly by connecting Tumsar with Katangi, the areas of Balaghat, Gondia and Malajkhand, where Government copper units are located, will be substantially benefited. It is very essential to connect these areas. Similarly there is a train called Maharashtra Express which runs from Nagpur to Kolhapur. Is Gondia not in Maharashtra? It should be started from Gondia which will justify its name. Similarly, 29 Down and 30 up is a very slow train. It has been a long standing demand to provide an A.C. two-tier bogey in this train. The first and second class bogies of other trains may be in a good condition but the bogies of this train are in a very poor condition. Similarly, it is essential to construct an overbridge at Tumsar because a paper mill, a sugar factory and ferromanganese units are located there and on account of which there is great congestion in so far as traffic is concerned. The overbridge at Gondia is in a bad condition and it should be repaired. The overbridge at Bhandara has been under construction for the last 4 years but it has not been completed so far. The people ask us whether it will be completed before the coming general elections or not. It should be completed at the earliest. The Chattisgarh Express runs between Bilaspur and Delhi and we want that a stoppage should be provided at Salekasa tehsil because it is an adivasi dominated areas. It is very necessary. A proposal for the modernisation of Gondia station has been approved, but the work has not yet been started. There is no direct train from Nagpur to Delhi. As the Shatabdi Express has been extended upto Bhopal, it can be extended upto Nagpur also by which people can reach Nagpur from Delhi within 12 hours. The reservation quota for Nagpur should be increased in the A.P. Express and the Tamilnadu Express as well. There is no reservation quota for Nagpur even in A.C. first class. When we the Members are not able to get berths, the position of the com-

[Sh. Kesharao Pardhi]

mon people can be well imagined. The Cochin Express is the only train going for South from Bilaspur. It should run for 3 days in a week instead of once a week as at present. An additional bogey for Nagpur should be attached to this train and reservation quota should be provided between Bilaspur and Nagpur. Until Maharashtra Express is started from Gondia, arrangements should be made to provide one bogey from Gondia to Nagpur and it should be ensured that this train reaches Nagpur in time. Similarly, the Sarnath Express which runs from Durg to Varanasi should be started from Nagpur. The Railways will not suffer any losses on account of this but if it is done, it will benefit 3 or 4 districts on this route. In the same way, the Bhandara Road Railway Station is 10 kms away from Bhandara town. The railway line connecting Bhandara with Jawaharnagar meets defence needs and odds trains are running on it. I want to request you to introduce a passenger train on this line. When Shri Sukhram was the Minister of State of Defence, he agreed to sanction the proposal but it has not been sanctioned so far. Therefore, steps should be taken in this direction which will benefit the defence personnel because it is difficult to travel 10 kms by bus. Therefore, if a passenger train is introduced on this line, it will be very convenient to travel from Bhandara to Jawahar Nagar.

I support the Railway Budget 1989-90 and thank the hon. Chairman for giving me an opportunity to make my submission.

SHRI MANUKRAM SODI: (Bastar) Mr. Chairman, Sir, I support the Railway Budget presented by the hon. Minister of Railways. Railway facilities have helped an all round development of those areas where they are available. The places where these facilities are not available remain backward. Even articles of daily necessities are not available to the people of such areas. Therefore, these areas are getting isolated from those people who are fortunate enough to get rail facilities. Gradually this creates separatist tendencies

and resentment spreads among people and they resort to launch agitations. These agitations sometimes work against national interest and perhaps like the Tripura agitation or the Mizoram or the Gorkha agitations, Bastar may also become another centre of such agitations. These imbalances in development are also responsible for keeping the people of those areas aloof from the national mainstream. Our country is passing through a phase which is full of challenges. The Government should pay attention to regional development before it gets too late and remove the imbalances being created because of lack of Railway facilities so that there is no resentment left in this regard. In the absence of Railway facilities in areas inhabited by the weaker sections of society, the essential commodities like the food items, agricultural products etc. have to be transported by trucks, camels, mules, bullock carts etc. or even have to be carried on heads. This enhances the cost of transportation with the result that they have to buy these commodities at higher prices. Moreover, the cost of transportation compels them to sell their produce at very cheap rates. Unless they do so, they will not be able to sell their commodities. Therefore, I want to draw the attention of the Government to the Adivasi, backward and the remote areas where the people have no way out but to sell their agricultural and forest produce at cheap rates in the village itself because they are not able to carry their goods to the main market in the absence of transportation facilities. It is the poor people who are harassed in every way. In spite of their extreme hardwork they are not able to improve their standard of living and remain poor. Apart from the Government, no one else can salvage them from this situation. The poor people have to suffer double oppression and are not able to hold their heads high throughout their life. The Seventh Five Year Plan is going to be completed, yet the condition of the people in the backward and the Adivasi areas remain the same. I want that a survey should be conducted of those areas where railway facilities have not yet been made available. During the survey it should be examined as to how much progress they

have made in the field of education and agriculture and whether they are capable of adopting modern technology like the computers which will accelerate the pace of their development. The responsibility of examining these things should be with this survey team. Extensive programmes should be prepared so that the benefits of modern technology reach those areas and they also make some advancement. I hope that steps will be taken for the proper development of the adivasi and other backward areas of the country and provisions will be made for providing railway facilities in those areas in the Eighth Five Year Plan. I want that a certain percentage of railway lines proposed to be laid during the Eighth Plan should be laid in the adivasi areas. Today, wherever there are narrow gauge lines, demands are made to convert them into meter gauge lines and similarly, wherever meter gauge lines exist, demands are made to convert them into broad gauge lines and broad gauge lines are demanded to be converted into double lines. In the same way, wherever there are double lines, demands are made for their electrification and where electrification exists, demands are made for underground lines. In this way, if our attention is concentrated on some particular areas only, uniform development of the country cannot take place. The backward areas will remain backward. Such imbalances will create extreme difficulties for us in the future. Even pedestrian paths are not there in those areas today. In case roads exist, overbridges are not there and in case the latter exist there are no arrangements for buses and other vehicles. If buses are there, the drivers are not available. At many places, the ancient bullock-carts are still used as the mode of transport.

If the Government continues with the present pace of expansion of railways and if bullock cart continues to be the mode of our transport even in the 21st century, the separatist tendencies would get encouraged, the achievements of the country would be negated and the country would have to face a number of problems. So the need of the hour is to pay special attention to the backward

tribal areas in the country and expand the railways, because it is the only means through which the nation can advance rapidly.

SHRI BANWARI LAL PUROHIT (Nagpur): Mr. Chairman, Sir, I extend my heartiest congratulations to the Hon. Minister of Railways for presenting the Railways Budget in the House.

As a matter of fact, it has been observed during the last four years that the Railways have become more efficient and have made all round progress. So far as the Railways are concerned, it is a fact that to a large extent our national economy depends on them. According to the figures available, freight traffic has registered an increase of 9 percent and it is really a great achievement. Similarly, new trains have been introduced. Such initiatives were not being taken in the previous years. But now the Government has been fully cautious to provide adequate railway facilities to the people. Railway services can be divided into two parts — the first part generates the railway services while the other makes these services available to the people. So far as the first part is concerned, it deals with the operating part, i.e. increasing the freight traffic providing adequate facilities, gearing up the speed of the trains and increasing the number of trains, and it is functioning quite efficiently. But the part which is responsible to sell the services, requires a lot of improvement. After the hon. Minister of State assumed independent charge a few years ago, the trains started running on time for six months or a year. But I have observed during my recent journeys that the trains now run late by hours together. This makes it evident that the officials are not monitoring the movement of super fast trains at their headquarters, which was the most important feature during that period. On two different occasions I could not attend the proceedings of the House in time due to late running of trains. The train was scheduled to arrive New Delhi at 7.30 but it was late by about four hours and, as a result, I could not ask my question during the question hour. So I would request the hon.

[Sh. Banwari Lal Purohit]

Minister to pay attention to the matter. When the country is advancing in every field, the Railways should also ensure running of trains on time. The Government should pay special attention to it.

No doubt, freight traffic in railways has increased, but I would like to draw the attention of the hon. Minister to the fact that the goods sheds meant for storing food grains and pulses etc. lack enough covered space all over the country. Food grains worth crores of rupees are kept at stations in the open and, as a result, they get spoilt. Though the Government formulate programmes for this purpose one after the other, yet many of the goods sheds lack adequate covered space. In spite of the fact that Railways charge heavy freight rates, foodgrains worth crores of rupees are booked with them. However, a large part of them gets spoilt due to rain. No doubt the railways pay the claim for it, but it is a loss of national wealth. The money paid as claims during the period of just five years, would be enough to construct spacious goods-sheds.

Whenever we raise demands, the hon. Minister expresses helplessness due to lack of funds. But my submission is that the money spent on the Railways does not go waste because it is a wise investment. The money spent on railways would bring return. Same is not the case with other Ministries. But so far as the Railways are concerned, the Government should raise money from the people by floating bonds. They can get as much money as they want. But the people want to see progressive development of the Railways.

Similarly, the number of accidents has come down from 1.5 percent to mere 1.02 percent. My submission in this regard is that the loss of human lives due to accidents can be checked. I was also travelling by the Tamil Nadu Express which met with a terrible accident, but only two persons lost their lives in it. It would have caused more human loss, but the railway bogies have now been

modernised in such a manner that major human loss can be averted. Therefore, old bogies should be speedily replaced by the new ones in order to avert any human loss in the event of an accident.

The Government should pay special attention to this aspect. Another major cause of railway accidents is un-manned level-crossings. The Government should take adequate measures to provide safety at un-manned level-crossings. Generally, the Railways provide level crossings only if Gram Panchayat or Municipality undertakes to bear the maintenance cost. But the financial condition of these bodies in the prevailing conditions is not so strong as to bear such expenses. So the Railways will have to bear the burden of these expenses.

Mr. Chairman, Sir, some of the hon. Members accuse the hon. Minister of giving special treatment to Madhya Pradesh as they say that more trains have been introduced for Gwalior and Bhopal as compared to other places. There is nothing objectionable in it. Mr. Chairman, Sir, whosoever the Minister may be, he cannot neglect his own constituency, though he is supposed to be concerned with the development of the whole country, and I think there is nothing wrong in it.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Excuse me. Only one out of 15 trains has been introduced for that area.

SHRI BANWARI LAL PUROHIT: I was, in fact, justifying it. We extend our full support to you. There is nothing wrong in it. This work has to be done sooner or later.

Mr. Chairman, Sir, I have not been able to submit the case of my own constituency. Nagpur is the heart of India. Geographically its location is exactly in the centre. Therefore, my demand is that the Railways should provide certain special facilities to this city. I, on behalf of the people of Nagpur, express my heartiest thanks for introducing a new

train from Nagpur to Bombay. But there is a small project named Nagpur-Kannahan in our area. A Defence factory has been set up there. About fifty thousand workers work in that industrial area. Labourers attend their duty by riding bicycle 15 miles either way in the morning as well as in the evening. When a poor labourer travels 15 miles either way by bicycle, how will he be able to work and contribute towards production in the ordnance factory. When he returns home by riding bicycle for two hours, he becomes so tired that he is not in a position to attend to other household jobs. I want to submit to Hon. Minister for state that a shuttle train be run from Kannahan to Ambajhari defence factory for the convenience of poor labourers working there. About 10 to 11 thousand labourers work in that defence factory and I can say it with full stress at my command that this will not be uneconomical venture. Survey work of that line was carried out and it was found to be viable. There exists already a railway line. Therefore, there will be no need of removing encroachment and there is no obstacle in it. I hope you will accede to this request.

I have heard the praise for 'Shatabdi Express'. I have not so far got an opportunity to board in it. It is running upto Bhopal only. You should extend this superfast train upto Nagpur. It will take 10 hours to cover the one side distance and 2 hours time is required for cleanliness etc. It is my submission that you may consider it seriously to run this train between Nagpur to Delhi via Bhopal.

I again congratulate you on presenting such a nice Railway Budget. There is praise for railway department all over the country. I want to say that computer system wherever implemented has eliminated corruption. On an average 20 to 25 persons come to me in Delhi daily. Earlier they used to face a lot of difficulties in getting ticket but after introduction of computer in railways, people are getting tickets easily on the window and lack marketing in reservation of tickets has also come to an end to some extent. I mean to say that priority should be even to Nagpur in computerisation, Hon.

Member from Bhandara has just stated that Nagpur junction caters to the need of 9 districts of vidarbha division and there is a great rush at the railway station because Nagpur city alone has a population of 22 lakh people and heavy pressure of traffic coming from neighbouring districts is also there. No work seems to be going on the proposed bridge to be constructed at Nagpur station. Whereas work on bridge to be constructed at Bhusaval is going on. Please get it done expeditiously. In addition, I want to say that work on Panch Pavali bridge is going on but with the speed the work is going on, it is not likely to be completed even in four years. The work should be expedited, no matter it is being done by the Railway itself or by the contractors.

In the end, I thank the Hon. Minister for presenting a balanced Budget and I support it whole heartedly.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah)
: Mr. Chairman, Sir, I want to recite a couplet in praise of Scindiaji.

"Unke dakhe se jo aajati hai moonh par ronak,

Ve samajhate hain ki bimar ka hal achha hai."

But a sick person, after all, remains a sick person, of course, he feels a bit happy to have a glimpse of Scindiaji. Since the day he became a Minister till today, it gives great pleasure to see the work accomplished by him. I am saying this in compliment to the good work done by him. The Budgets presented during the Scindiaji's period, are very good Budgets. Some people say that the Members sitting on opposition benches are in the habit of fault finding in every thing but I am not one among them. If there is something good, I must say so. Scindiaji has done very good works in Railways and the Railways have achieved good progress under his leadership but there are some complaints too. I have gone through his Budget speech. When he was delivering the Budget speech, I was expecting that the hon. Minister would make a mention of the Railway line

[Sh. Mohd. Mahfooz Ali Khan]

laid in the area represented by me. Our ex-Chief Minister is also present here. He knows that there is a railway station in Etah. I know that there are some problems before the hon. Minister and the greatest problem is that all of us talk about our own railway lines but never press for more money from Planning Commission for this purpose. Planning Commission should provide more funds to railway. The greatest drawback that we, Members of Parliament are having is that we go on making our demands pertaining to our areas but do not impress upon the Planning Commission for allotment of more funds to the railway for this purpose so that the work could be completed.

I want to bring it to be notice of Scindiaji. It is like an old adage that nearer the church, farther from heaven. Etah is just 175 kms. away from here. People living there do not know if at all there is any railway station in Etah. But there exists a railway line in my constituency but I cannot reach Etah by train. He is laying new railway lines but is not paying any attention to that line. I request him that if he does not consider that railway line worth paying his attention, at least get it dismantled. That will not hurt us. When we have no utility of that line, why do we feel sorry for that. They do not know whether there is any railway line there. Such is the situation.

I have repeatedly asked you. I know your difficulties but there is a great difference in reply sent by your office and personal dialogue we have with you. When we receive replies from your office, we feel completely disappointed when we talk to you, we see a ray of hope.

I want to put three suggestions before you. Our ex-Chief Minister is present here. He also knows that this railway line was laid due to the efforts made by Shri Rohan Lal Chaturvedi, when he was the Deputy Minister for Railway. I will also request Shri Mahavir Prasadji who is the Deputy Minister

now that he should honour his promise. He was also a Deputy Minister and he is also a Deputy Minister. He is not paying attention to that line. He is requested to pay attention to Etah-Barhan line. It is my humble request to him if he is not in a position to do this, he should at least provide two bogies to be attached to the train on that line so that passenger may come from Etah to Tundla and from there to Lucknow and Allahabad. Our High Court is situated at Allahabad and Lucknow is the capital of Uttar Pradesh. Nobody will travel to Delhi by it because there is a road connection from Etah to Delhi and he can reach Delhi from Etah in 3 1/2 hours. Why should one travel from Etah to Delhi via Tundla by train?

I had given one more suggestion that he should get this line extended from Etah to Farukhabad. Farukhabad is a big centre for tobacco and potatoes. Wagons are not available for tobacco at Farukhabad. Potato and tobacco are sent to Srinagar and other distant places from there. People face difficulties due to non-availability of wagons. Some how or other, please get this line extended upto Farukhabad. If it is not possible, please get at least two bogies attached so the people can travel to Lucknow and Allahabad or a fast speed train be provided from Etah to Barhan so that people can know that they have also rail facilities. There people do not know as to what a railway facility is and 80 percent population of the country lives in the villages. Every man is talking about Nagpur, Allahabad, Bhopal and Gwalior but we should pay attention to the people living in the villages also, what facilities have been provided to them. It is good that new trains and express train have been introduced, but he should pay heed to the needs of the backward areas also. Our Ex-Chief Minister is present here, he knows that there is no industry in my Etah district. It is a backward area in every respect, be it industry or communication. I request Scindiaji that if he is going to set up any rail industry, Etah may be selected for the same and nobody else is going to do it. Uttar Pradesh Government will not do it, you may

select it. By this, unemployment, crime and backwardness will be eradicated, therefore you must keep Etah in your mind.

I am thankful to you and the people of those areas are also grateful to you. Gangagarh station has been provided, people go there to take holy bath and they bless you. A/c two ties coaches have been attached to Mardhar Express from Jodhpur to Lucknow, he has provided it. He has also accepted our request to provide stoppage of trains on metre gauge line. It is not so that he has not listened to us, he too wants to extend this line, he is having this in mind, but the problem is that Planning Commission is not providing funds for it and that is why he helpless, it is estimated to cost about 71 crores. If he is not in a position to do this, he may get the survey work done of 110 k.m. long line from Etah to Farukhabad so that it could be found out whether this line will be economically viable or not. At present, we travel by Rajdhani Express and Shatabdi Express, there are very good trains but it is regrettable when we find that we can reach Bhopal, Gwalior, Agra, Calcutta easily but we have to travel by bus to reach a distance of 170 k.m. from here. Time is running out fastly, no body knows the future, no one can say as to who will be where tomorrow, so he should get this work done so that it goes to his credit in the history that it was Scindiaji who completed the survey work of this line, he has paid his attention towards it.

I was in Firozabad last night, it is a newly formed district. Being district headquarters, some more trains should stop there. It is for you to see which train should stop there, plead so this. The station building is very old. A new station building is required to be made quite in keeping with its new status of a district headquarter. You must pay attention towards it. 103 up and 104 Dn passenger train should stop at Gangagarh station, it will greatly benefit the passengers. There is a station named Sahavar which was represented by Shri Masheer Ahmed in this House. Stoppage for 513 up and 514 Dn train at Sahavar station was discontinued for some reasons. There is a general feeling

among the people that the stoppage was discontinued on my behest after myself being a Member of Parliament. That stoppage is required to be restored.

Similarly, I have asked for Gangagarh, Firozabad-Ganjdundbara is a big station but it is in a very bad shape. That area is also thickly populated. Get it modernised so that the conditions may improve. May be it is my last speech, but I God speed that Scindiaji remains there and he may continue as Railway Minister. I am very grateful to Mahavir Prasadji and Scindiaji, he has listen to me and has replied to my letters. With these works, I thank them and I hope that he will pay attention to the points made by me.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Chairman, Sir, I rise to support the Railway Budget which has been presented in the House by the hon. Minister of State for Railways, Shri Scindia. Before I express my views in this regard, I would like to make a submission, that during the term of the hon. Minister the Railways made fast progress in every field. The credit of this goes to him and all of us also feel proud. Just now, Shri Mohd. Mahfooz Ali Khan read a couplet which indicates that he has lost all hope. Now I would like to read out a couplet to the able, experienced and learned Minister.

"Kahate hain ummid per jita hai jamana.
Weh kya kare jisko koi ummid nahin hai."

I would like to tell Mr. Khan that he should not lose hope. Both of our hon. Ministers are sitting here, and I feel that his hopes will not be belied. There is no need to go into details of the way, facilities have been provided in traffic network and development that has taken place in the railways. Only a few days back I was returning from Bangalore. A person, who was a senior officer in the Government told me that he will travel by train. When I sought to know the reasons he said that one could not depend on air services. Sometimes the flights are delayed for more than 11 hours. Even if they arrive, there

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is no certainly that they would reach the destination safe. The train is more safe as compared to the aeroplane and one can hope of reaching his destination safe. Earlier, people used to complain very often in the market places, offices and in this House itself about the punctuality of trains and the risk involved in the journey. But now we are proud to say, and the opposition parties also agree that under the able stewardship of the hon. Minister the railways set a record in every field of passenger amenities, whether it is reservation, cleanliness, punctuality, computerisation, catering, or berths.

17.00 hrs.

Consequently, people got various facilities, I feel proud of relating all these things. I would like to draw the attention of the hon. Minister towards some basic things. The Government has very often been saying and the Prime Minister has time and again been assuring that regional imbalances will be removed and development of the whole country will be done under our democratic set up. It has been the policy of our leader and also of the Government that development will not concentrate in any particular area and every effort will be made to remove regional imbalances. Since the time of Babu Jagjivan Ram, for last 20 years a demand is being made to lay a railway line from Sahajanawa in Basti district to Balarampur in gonda district viz Bakhira, Satha, Bansi, and Domariaganj. But no action has so far been taken by the Ministry of Railways in this regard. Whenever, I draw the attention of the hon. Minister towards this line, he said that it was not viable and there was shortage of resources. Survey was conducted on this line twice or thrice but thereafter no attention was paid towards it. As a result of this a place named Bakhira about which the hon. Deputy Minister knows well, and which is famous for copper and bronze utensils, cannot be developed from economic point of view. Due to lack of railwat connection, this township cannot be developed.

People bring raw materials by tractors, trucks and other means of transport which cost more to them. Besides, they are not able to survive the competition. It seems as if the symbol of ancient Indian culture, the copper and bronze utensils will disappear from the Indian markets if railway facilities are not provided to them. Weavers weave different kinds of clothes for supply to various parts of the country. But they cannot face the competition, because they have to run upto Khalilabad for finishing work. People will have to go to Khalilabad and Gorakhpur for obtaining finishing material. If this place is connected with railway services lakhs of weavers, who are on the verge of starvation will be benefited. It will help them manufacture clothes of latest quality. They will get the raw material at their door steps. They can also easily market their products to different parts of the country and make a living out of the earnings. Now, I would like to say a few words about Bansi. Bansi is famous for black rock salt and rice. Though this place has all the necessary infrastructure and developmental resources, these resources cannot be exploited for want of railway facilities. The people of this area will remain grateful to the hon. Minister if he gets the survey done and thereafter start the work in this backward area. Though a very big public undertaking in the country, the railways did not possess equipments of latest technology till two years back. Last year while participating in a debate on medical facilities for railwaymen I pointed out this thing to the hon. Minister and rugged him to provide cat scan facilities so that the railway employees or passengers who may have suffered brain injuries or head injuries in railway accidents could be saved. I am thankful to the hon. Minister that he provided cat scan facilities in Varanasi. But I shall make a request to him to provide this facility at Gorakhpur also. This will help the railway employees and passengers travelling along this backward eastern Uttar Pradesh get cat scan facilities in case of an accident. The people of this region will also remain ever grateful to the hon. Minister of this facility. The hon. Minister has provided all the medi-

cal facilities in the Railway Hospitals. But the latest technology to dissolve stone which is called Lihotripter is not available with them. I make a demand that all the Railway hospitals in cosmopolitan cities should be provided with this facility.

Last year the freedom fighters in the country were given free railway passes, but no such mention has been made in this year's Budget. Perhaps the hon. Minister forgot it or there may be some other reason. But I would like to remind the august House that the freedom fighters made a lot of contribution for the independence and uplift of this country. It is only due to them that we are breathing in a free country today. No price can be paid for their sacrifices. That is why I request him to provide free railway passes to freedom fighters, whose number is fast declining. This facility should not be withdrawn from them.

It is due to the earnest efforts of the ex-Chief Minister of Uttar Pradesh that Siddharth Nagar became a new district. But no fast train runs through that district. I request you to introduce a superfast train, to be named as Terai Express, between Gorakhpur and Lucknow via Gonda—so that a fast running train could be available in that district. I had also made a request about Bhatni to the hon. Minister. He has been kind enough to accord first priority to this work, for which I express my thanks to him. At the same time I would like to inform him that as soon as conversion work is completed, the area will be largely benefited. It will facilitate the people of this area reach places like Varanasi and Allahabad direct.

I shall conclude my offer making a few more submission. The freight charges have been increased in the Budget. As a matter of fact, there are several public undertakings in the country, but the railways as an undertaking excels all of them. It does not create a headache for us under the able stewardship of the hon. Minister. It does not run in loss nor does it contribute to inflation. The hon. Minister deserves our congratulations for running the railways on profit. But we should not

bother much even if the profit ratio is low. The increase in freight charges affects the people of this country in a direct or indirect way. The prices of all essential commodities shoot up. 70 to 80 per cent of people in India still live in villages. They are poor. 30 to 40 percent people live below the poverty line. They will be required to pay more money than they used to pay earlier for getting commodities of daily use like clothes, medicines, books etc. It is because freight-hike will increase the prices of these commodities. If the freight charges are increased by 5 to 6 per cent instead of 11 per cent, it will provide a lot of relief to the people of this country.

17.08 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, though it looks like a small incident, but thousands of passengers fall victim to this petty lapse daily. The goods booked in the parcel van at Delhi for Basti, never reach Basti. Rather it sometimes reach Gorakhpur due to over-carriage and sometime reach Barauni or Muzaffarpur. People who book their articles at Delhi and travel in the same train hope to unload their articles on reaching Basti. But they have to wait sometimes, even for 4 days after reaching Basti. They not only pay the demurrage but also suffer loss of time and face lot of difficulties. I would like to submit to the hon. Minister that he should ensure that goods booked for Basti are unloaded at Basti only and not over carried beyond that station. This will provide a lot of relief to the passengers.

Sir, the Budget aims at increasing 90 air-conditioned sleepers and chaircars, 575 second class sleepers coaches and 700 other coaches. It has also been promised therein that the passengers will be given neat and clean *bed-rolls*. I welcome these steps.

Before the hon. Deputy speaker rings the ball, I would like to make a submission about the metro railways. Due to constant increase in crowds in metropolitan cities, the

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traffic movement has become very difficult. Now a days when people can reach Delhi from Bombay within one hour and 40 minutes, it takes two hours for them to reach the airport from Bombay city. With a view to removing these impediment and speeding up traffic movement, metro like railways had been introduced in Calcutta. But it was not expected that the scheme will take 15 years in place of 4 to 5 years. The cost of the project has escalated. As such, projects of this nature should be completed within a time bound programme of 5 to 8 years and metro railway facilities should be provided to all big cities so that people could get rid of traffic handicaps.

The foundation stone of the Bridge or Chhitauni-Bagaha railway line had been laid by Shrimati Indira Gandhi, but the construction work on that bridge has not been undertaken. This matter is related to both Uttar Pradesh and Bihar. Our co-operation is always with the hon. Minister. It would be better if he took steps to construct the bridge.

With these words, I strongly support the Railway Budget.

[*English*]

SHRI P. R. KUMARAMANGALAM (Sa-lem): Mr. Deputy Speaker, Sir, I was planning to praise the Scindia school for its product because while hearing the Railway Minister presenting the Budget, one could not but admire the turn of the phrase, 'The terminology and the Presentation'. He has always, in the last few years, shown that by using the words in his command and the language, he can take the House on in full force. But what I feel a little sorry is to see that he leaves only our Hon. friend Shri Mahabir Prasad alone to face the frontal attacks from all sides of the benches and the pleadings. I would say, both of the Treasury Benches and the Opposition, during all the Railway Budget discussions that we had till now, have resorted to the combination of attacks as well as pleading. It is a little unfortunate

that the Railway Minister has not been attending the Budget discussions in full. It is normally expected, not that I mean any ill towards my very very good friend Mahabir Prasadji, but then one expects that the Railways would take this discussion seriously, even if the House does not do it.

I definitely wish to join the Minister and I am sure, the House would join with me to congratulate the Railway family as a whole on their excellent performance last year considering the various constraints. According to them, and even according to the Hon. Railway Minister, the transport output of freight rose by 27 per cent; the passenger Km by 19 per cent and this was no mean achievement considering that it was a follow-on year of the drought year.

However, even though last year the Budget was managed by 'internal economies and strict financial management', I am unable to understand why the Hon. Railway Minister does not expect strict financial management in internal economies and has resorted to increasing the freight by 11 per cent. Last year, increase in freight was 6 per cent. Moreover, it is quite clear that last year the target was 332 and went on to 340 million tonnes of original tonnage freight. I think, it was around 313 tonnes the year before, nearing about a figure 19 million tonnes set as an increasing target.

This year, suddenly the Railway Minister seems to have lost faith in his Department or the Department has lost faith in itself. They are only tragetting at 345 million tonnes. It shows that the percentage increase they are talking about is in the region of only 1 to 1.3 per cent — actually, it is approximately 1.22 per cent. What has shaken me is the increase in freight charges even on items such as foodgrains and pulses. The Prime Minister has said on the floor of the House itself that one of the major issues over which this august House and the Parliament as a whole has been worried about is the increase in the cost of living, increase in prices, especially prices of essential commodities and mass-consumption articles.

When that is so, why didn't the hon. Railway Minister deem it fit to exclude fertilizers, foodgrains and pulses totally from the freight increase? He found it fit last year. What is the exception this year? This year being an election year, I would have thought that this definitely is the year when he should have done it. This year he has given a one-step increase instead of the usual two-step increase which is given for other commodities. Let me make it clear that this increase in freight charges of foodgrains and pulses will definitely have a direct impact on the common man. Therefore, I would like to plead with him to see reason. I request Shri Mahavir Prasadji specially because he is a person who has come from the grassroots level like all of us and he understands what an increase in the cost of foodgrains means. I request him to add at least foodgrains and pulses along with fertilizers to the list of exemptions with regard to freight charges.

The hon. Railway Minister has been very kind to me. Every year, he usually concedes to my small requests with regard to my constituency. He has been kind enough to agree to a central railway overbridge in Salem which has been pending for 25 years. He has conceded to an impossible demand of electrification from Mettur to Jolarpet. He has also given three trains with different frequencies. But then, there are one or two requests which he has permanently turned down, which I would like to repeat.

The first is that the salem-Bangalore line be converted to broadgauge. Bangalore is the nearest State capital to Salem. It is always the route used very often by all those who want to move towards the North. Even in the south, there is a tremendous amount of trade between Salem and Bangalore. In fact it is only because of lack of a broadgauge line that a lot of freight moves on road between Bangalore and Salem. therefore this line would not only be economically viable, but also very profitable to the Railways.

The second request is for a train from

Pondicherry to Bangalore via Villipuram, Krishnagiri, Palacode, Hosur, etc. This is a very important link for which there is long-pending demand for many years. I am sure the Deputy Speaker would join me in this demand because it touches his constituency a bit.

MR. DEPUTY SPEAKER: I agree with you. But what is the use when the Ministers do not listen to our rulings even? Originally, the Bangalore-Salem line was constructed for broadgauge only.

SHRI P.R. KUMARAMANGALAM: That is right. Only the rails have to be shifted.

MR. DEPUTY SPEAKER: With this Krishnagiri, Hosur link, you will in fact be connecting three States, viz. Pondicherry, Tamil Nadu and Karnataka. It must be agreed to.

SHRI P.R. KUMARAMANGALAM: One very important demand which has been pending for a long time is making Salem a Division. Today the Divisional Headquarters is far away in Trivandrum. There has been this demand for a long time. However, I have had the misfortune of having negative replies from the hon. Minister mainly because I have not been able to lobby the officers to agree with me. I hope the hon. Minister will be able to outlobby the officers and see whether this can be done. I can establish it by figures that there is justification and the non-justification which is being presented by the officials is essentially because most of the railways in the South is dominated by people belonging to the State of Kerala not meaning any parochial politics. But that is a reality.

Another fact which I think is very important and which all of us should take note of is the Madras Rapid Transit System. Whenever it comes up, it seems to be that one of these projects will perenially be on paper. The amount that is allotted for this every year is a dismal amount. In fact, the Railway Minister's speech itself is very apologetic about it. Though he speaks a lot about an increase in urban transport, when it comes to

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the question, he says and I quote: "Para 21 — In Madras, progress of the Madras Beach-Luz rapid Transit System has been commensurate with the funds available for this project during the year." In fact, there is hardly any progress because there is hardly any fund given. I would like to praise Mr. Scindia for his turn of the phrase in the use of the language. He has established it very meekly without admitting that no work has been done and said that it commensurate with the funds that have been given. I would say that every Tamilian or every person in Tamil Nadu realises the importance of Madras Rapid Transit System (RTS). The RST must be allotted more money this year and if it is not done, I am sure, people of Tamil Nadu will raise their voice in a much stronger level than they usually do. We are normally the softer people but we are keeping a little tired of having to wait for our turn. Let us not be pushed to raise strongly the demands.

The most important point is this. This time the Railway Budget—though there has been no increase in passenger fares and concessions have been given which are a few more than before to certain classes of passengers — has given certain concessions but a concession which has been given to people above the age of 65, the older ones, i.e. a stipulation of 500 kms of travel, I do not know whether the Department of Railways or the Ministry of Railways wants the older people to travel longer distances. What is the intention of putting a limitation of 500 kms.? Most of our parents, even if they want to go to their children, they go to very short distances — 300 kms or 250 kms. In fact one very neat way of saying is, I have given you money but I am sorry, you are not eligible for it. I do feel very strongly that this limitation of 500 kms. should be removed; otherwise, there is no meaning in giving that concession to the passengers. This Budget though it is extremely good and well presented, I am sorry to say that it has not come upto expectations of many of us. We had higher hopes on Mr. Scindia because in the first year he gave us a budget without any

increase and gave us everything that we wanted. In the second year, he had slowly increased it. In the third year, he increased it even further. We are very scared about the fourth year. I hope he is there at the fourth and will realise that the fourth can again become the first. But the situation in short is that we find 11 per cent increase in freight but a target of only 1.22 per cent increase of the original tonnage. Has the Minister kept a very low target, so that he can next year say that we have crossed the target; or is it because he has lost faith in my comrades, my friends who are railwaymen?

There is one issue on which I feel very strongly, and I am in agreement with Mr. Basudeb Acharia who had spoken earlier; and that is about staff relations, labour relations and industrial relations in the Railways. The hon. Minister has been handling this in, I would say, a very kind manner. I think he has decided that since his recognized unions do not really have a representative character, he will have to reach beyond them and handle it. So, he is very kind in giving very reasonable bonuses every year, trying to do as much as he can for the workmen, directly; but what he must realize is that money is not the only thing which gives motivation. Unfortunately, the personnel side of the Railways is one of the corrupt set-ups that we have. Today, you can get your postings and transfers by justing paying the amount of money that they require. I know many a friend of mine who works in the Railways, who gets postings by buying his way, who gets a transfer by buying his way, gets his promotions by buying his way. In this, in the two recognized unions there is no discrimination: with the many members of the personnel department of the Railways they are in collusion. Of course, when one looks at the top, it may look clean; but I request the Minister to go down. Millions of complaints are there. I am sure the Minister is aware that many of the projects that he thinks for the welfare of railwaymen which should really come as demands from the unions, do not really come as demands from the unions, because the permanent negotiating machinery is a racket. For four dec-

ades it has been running — yes; very true. But I am quite certain that for the last half a decade it is a racket. It is a racket because that is the machinery which is used to extract, from the unfortunate workmen who requires a small transfer. It may be totally genuine.

We are aware that in respect of those employees who die in harness, if their children are to get appointed, which is almost automatic, to get the appointment, unless they look after the local recognized union leader, and look after, thereby, may be sometimes through the leader the personnel officer, they have got no chance of getting a job, though their father might have died in harness. It is time that the hon. Minister for Railways, and the department realise that this cannot go on. By merely increasing the bonus, by merely giving higher DA, you will not achieve peace. It has reached a stage where the delicate relationship may break down.

The workmen want to have their representative. Let them choose by secret ballot. What is the harm? Why can't Railways have the courage to do it? Why must they have their henchmen, and put up persons as union representatives? You will never get honesty. When a trade union leader knows that he does not depend on the support of the workmen, to be in the recognized trade union, he will not bother for the workmen. He will only think how to make the best use of this position, and exploit it.

Today, the situation is this. I am aware, and I am sure many members of the Railway Board are aware, and so is the Minister aware, that when it comes to thinking for the good of the worker, it is the Minister himself who is having to think about it; it is the Railway Board official himself who has to think about it. Not that the union is raising the demand: why are we having this situation? Let me make it clear: the Railway is not *riyasat*; it is a department of the Government of India; and we expect just the same amount of fairness which is there at least, at least in the other Departments like Defence.

In other Government Departments where a union can show its majority, it is given a recognition. If you cannot have a secret ballot, at least you can have a check off to find out whether a union represents a particular department and not just create a situation where you will satisfy the workers by giving them more bonus thinking that you can carry on. It is neither going to benefit our party nor going to benefit the government; it will break down at any time.

I welcome the budget though I have criticised it and also appreciated it. I am sure the Minister will consider a few demands this year and not refuse to give a few concessions to Salem essentially because I have pointed out a few defects. Maybe I did not go as far as my Janata friends went to please the Minister for getting concessions. But my intention is to make the Minister understand and I am sure he must have understood my points. I am sure, ultimately, he does not expect false support from the members; what he expects is the genuine support from the members.

[*Translation*]

SHRI BANWARI LAL BAIRWA (Tonk):
Hon. Deputy Speaker, Sir, I rise to support the Railway Budget presented by hon. Railway Minister. I am grateful to you for providing me time to speak.

This Railway Budget is definitely a very good and fine budget. It is being appreciated by all sections of the people. We can judge it from the fact that Members like Prof. Madhu Dandavate and Shri Mahfooz Ali Khan who were supposed to criticise it have also praised it, what to talk of the Members belonging to ruling party who are expected to praise it.

I am one among those few privileged Members who have got opportunities to speak on Railway budget and Demands for Grants for Railway many times one thing attracted my attention most. I quote it from the speech of the Railway Minister.

[Sh. Banwari Lal Bairwa]

"Transportation is vitally inter-linked with the economic development of the country. It allows land to be exploited economically, it leads industry and agro-industry to develop; it enables trade and commerce to proliferate; and it motivates labour and capital to discover new frontiers. For the growth of the national economy, the performance of the transport sector does not remain just crucial it becomes critical. In our country, the Railways are the main component of the transport sector and, therefore, our role acquires a new dimension."

In this very connection, I have gone through many times paragraphs from 8 to 14 of the speech of Hon. Minister with the hope that our points would have been mentioned some where in the speech because Hon. Minister has done many things such as new rail lines have been laid and many lines have also been converted.

But it is very regrettable that my two main demands which I made during the course of my speech on last year Railway Budget have not been agreed to. I had said that all states capitals should be linked with broad gauge lines. I thank him for giving assurance to undertake survey for conversion of jaipur bound metre gauge rail line. The second thing which I stated was that all the district be linked by train. Decision in this regard is yet to be taken. It should be expedited. A lot of work is being done for expansion of railways but this is being done only where facilities already existed. Lines are being extended and doubling and triplings of lines are being made. But where the facilities do not exist, where people are longing for the same, facilities of railway are not being provided, it is not justified. Hon. Minister should pay attention to it.

In this connection, I would like to refer to the case of my district out of 27 districts in Rajasthan, mine is perhaps the only district which is not linked by rail, whereas all surrounding districts such as jaipur, Bhilada, Swai Madhopur, Ajmer are linked by rail and

these are developed and prosperous districts. When I visited Sawai Madhopur in 1950, it was then a small town only, a railway line was laid there and since then it developed rapidly. It has fully developed now whereas our district is going from bad to worse day by day, therefore, it is my submission that Tonk must be linked by rail. I have also offered some suggestions for it, you are carrying out survey work at present for converting M G lines from Sawai Madhopur to Jaipur into broad gauge line, it should be slightly turned and extended up to Tonk. If this line is converted into broad gauge line then a direct line can also be provided, it can be extended upto Ajmeer because Ajmer and whole of Marwad area is deprived of the broad gauge lines due to which a lot of difficulties are being experienced. This request is required to be considered.

Besides, there is a line from Jaipur to Toda Raisingh in my constituency. Unfortunately during the regime of Janata Party, a decision was taken to close this line. When our party returned to power, Sethiji was the Railway Minister at that time, we requested him not to close the railway line. However, only one train was given on that section whereas two trains used to run previously. People have to travel by bus and they have to pay more fare as bus fare is two and half time more than the train fare. I, therefore, request that two trains against be started there. When we write about it, it is stated that it is un-economical. It is natural if you run a train in a forest, it is bound to be uneconomical. Why do you not extend it upto Bhilwada? Survey work on it has already been completed and Vyasji has also mentioned it many times. If this is extended upto Bhilwada, it will not be uneconomical and it will also benefit the people. Therefore, it should be extended via Kekadi to Bhilwada.

When Prime Minister paid a visit to our backward area sometime ago, he assured that this area would be brought on the railway map of India. Therefore, it is my submission to the Hon. Minister that attention should be paid towards fulfilling the assurance given by the Prime Minister and our

district should be brought on the railway map and railway facilities should be provided from Kekadi to Bhilwada.

Similarly, you are converting metre gaugeline upto Fhulera into Broad Gauge. It is situated in my constituency. It is a very big junction, it has an important place in the railway world but there are some problems of inhabitants there, towards which I want to draw your attention.

Ashram Express which runs between Delhi to Jodhpur and Mandar Express which runs between Delhi to Ahmadabad have been provided stoppage here. Therefore, facilities for reservation and booking of tickets should be made there. Reservation facilities for 15 up and 16 down Chetak Express should also be provided at phulera Station. Garib-Nawaj Express also runs from Delhi to Udaipur. Facilities for reservation and issuance of tickets should also be provided at Fhulera. Oil keeps flowing at Fhulera junction from unknown sources, It should be looked into and steps should be taken to stop the flow of oil. If it is essential due to some or the other reasons, people should not be put to inconvenience due to it. I want to thank hon. Minister because he has laid the foundation stone of a bridge. Keeping in view the facilities of Jaipur residents. All people are thankful for it. I praise you for the Railway Budget but people of Tonk have high expectations from you that you will provide rail facilities there. With these words, I conclude and support the Railway Budget.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South): Mr. Deputy Speaker, Sir, every Member has praised the Hon. Railway Minister. No doubt I also got admiration for him. But I will be doing a great disservice to him if I do not voice the feelings of the people in our part so far as the present Budget is concerned.

Sir, even the leading newspapers in the south reported that South has got a raw deal in the present Railway Budget. Every news-

paper in Karnataka has said that Karnataka State has been neglected.

It was very good to hear the Budget speech of the Railway Minister, but the contents are disappointing. How beautifully he levied Rs. 1,000 crores on the people! For the past three years, Railways levied nearly Rs. 3,000/- crores. Only a person who goes through the Budget in depth will understand it. Let him deny this. The hon. Minister knows about this. Of course I am fully aware of his difficulties. The Planning Commission and the finance Ministry have neglected the Railways. They do not realise that nation cannot develop unless Railways develop.

I would like to thank the railway Minister for one or two good things he had done in this Budget for my state. He has provided Rs. 17 crores to the Mysore-Bangalore gauge conversion and also taken up new line-Udupi-Mangalore.

There is again another Railway line, chitradurge Royadurg, which my hon. friend Shri Jaffar Sharief has introduced, for which sufficient funds have not been provided. Only Rs. 2 crores has been provided. I am sure in the revised Budget, the hon. Minister will give more funds for this railway line.

The hon. Minister has announced so many new trains, so many gauge conversions and so many surveys. But I am very sorry to note that not a single new line or survey has been ordered so far as Karnataka is concerned. our lady Member Siddhartha Thara Devi has been urging that for the past several years the most important line, Bangalore Miraj gauge conversion, has not been taken up. Survey for Chamaraj Nagar-Mutupalayam; Hubli-Karwad, and Kopttur-Harihar have not been ordered. The people in Karnataka are very much disgusted over this. I am sure the hon. Minister knows the feelings of the people. even today agitation is going on in Karnataka.

I warn the hon. Minister that regional imbalance is very dangerous for our country. I know his difficulties. There is no budgetary

[Sh. V.S. Krishna Iyer]

support. But even with the existing available finances he should have been more careful to see that every revision and particularly the backward region of the country got priority.

There has been a long pending demand of the people of Karnataka to have a separate zone. This has been accepted by the Railway Convention Committee and the Railway Reforms Committee. Every year we have been pleading for this. I saw a report that the hon. Minister was considering it. But we were disappointed to find that in the Budget speech there was no mention of it.

Regarding the doubling of the Bangalore-Madras line, there is a missing link between Whitefield and Kuppam. You know, Sir, that Bangalore and Madras are important cities of the south. There is so much traffic on this line. I request the hon. Minister to see that this missing link is provided immediately.

I was very happy when the Railway Minister wrote to me that the Bangalore Railway Station is going to be a model station. But in the Budget speech it has been said that a few lakhs of rupees have been spent on this. The railway reservation centre has also been included in this model station scheme. I want to bring to the notice of the hon. Minister that the railway reservation centre was constructed much before the model station scheme was even thought of.

If you see the Bangalore Railway station platform, half of the trains are open to sky because there is no shelter. With the result, people suffer badly during rainy season. This is the position of the trains both on the broad and metre-gauge lines. I want the Minister to provide sufficient funds to make the Bangalore Railway Station really a model station.

Another important line is Hasan-Mangalore line. It is a metre-gauge line. It is one of the wonders achieved by our railway engineer. But the only mistake that was done

was that it was not made a broad-gauge line. It is said that when Mangalore Refinery is commissioned it is cheaper to carry petroleum products by having a broad-gauge line instead of transporting it through the pipeline. I would request the Minister to consider this.

Hubli-Karwar line is an important line because there will be a Naval Base there. I request the Minister to consider this line also.

Finally, I want the Minister to take up conversion of Salem Bangalore line into broad-gauge.

These are some of the points which I wanted to raise. Everyday, I have been corresponding with the hon. Minister and he knows what I want. I hope, he will give us something good before the present term of this Parliament expires so that we go home with a cheerful note. I hope, the hon. Minister will certainly consider the demands of the people of Karnataka.

[*Translation*]

PROF. CHANDRA BHANU DEVI (Balija): Hon. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak. Firstly, I want to thank Hon. Railway Minister on behalf of the people of India that he has not put any additional financial burden on the passengers in the Railway Budget for 1989-90. In view of the present as well as future needs of Railway Ministry, it is a bold step.

The relaxations given in railway fares to old people, Dronacharya award winners, soldiers and police personnel awarded for their services etc. by the Hon. Railway Minister, are highly praise-worthy.

The assurances given by Railway Minister with regard to passengers amenities during last years, have been fulfilled and I feel very happy to know that there is a proposal to increase the amount upto Rs. 25 crores for passenger amenities during 1989-

90. Who is not aware of the benefits of computerisation in railways at selected places. It is a matter of great happiness that proposals have also been made to extend the computerisation facilities at many other places. Definitely, it increases hopes of further improvement in rail services.

Hon. Minister has given details of efforts made by railways for bringing down number of accidents, we all feel satisfied at it. However, I will request the Hon. Minister that where the desired improvement in reducing the number of accidents during last years is praise-worthy, similarly the target of railway should not only to be reduce the number of accidents in future but to provide accident free journey to passengers. Good wishes of all of us are with the Hon. Railway Minister in achieving this target.

Now, I will like to draw the attention of Railway Minister in my individual capacity towards my constituency. Although railways services have been expanded in my area there has been adequate expansion and my area is much developed, for which I want to thank the Railway Minister on my own behalf as well as on the behalf of the people of Balia but many demands from our people have been pending for a long time towards which the Hon. Minister should pay attention. There is a proposal to run a daily express train between Katihar and Delhi *via* Patna. It is requested that a stoppage of this train be provided at Begusarai and Lakhmina Stations. A new halt should also be made at Navaelo and there is also a need of having a new halt at zero mines for which I have been requesting the Hon. Minister for last 2-3 years. Maurya Express should be stopped at Bachwara. Another train named Sahid Express runs from Delhi to Gorakhpur. Our Deputy Minister for Railway is present here. I will be thankful to him if he kindly consider it to extend it upto Barauni then people of our area will get great relief. Barauni is quite a big industrial area. With these words, I again express my gratitude to Railway Minister for presenting such a beautiful Budget.

[English]

SHRI AJAY MUSHRAN (Jabalpur):
Hon. Deputy Speaker, Sir, I take this as an opportunity to congratulate the Railway Minister for a budget which has been most praiseworthy, particularly on some points for which I would like to make a special mention.

There has been no increase in passenger fares. Although the freight increase has been to the tune of eleven per cent, but some of the most essential goods have been exempted which is not affecting the life of the common man. Only on those commodities freightage has been increased which do not directly affect the common man adversely.

So far as the concessions given to Dronacharya Awardees, old people above the age of 65 years, Police and President Medal Awardees, Param Vir Chakra, Maha Vir Chakra and Vir Chakra Awardees are concerned, it is most laudatory. So far as the Param Vir Chakra Awardees are concerned, I would suggest that instead of giving them second class three-tier passes, the hon. Minister may consider giving them first-class passes, whether he is the Awardee himself or his widow who is alive, because most of the people who get Param Vir Chakra are given this for the highest acts of valour in the cold blooded face of the enemy. I suppose, the Minister would be kind enough to consider it.

The Railways, under the Railway Minister, have become something like an army and it is a matter of great satisfaction for everybody that right from the Minister to a gangman, the team spirit which is prevalent in the Railways is to be found nowhere, in no other public sector undertaking or public office. I hope, they will take a lesson from the Railways as to how a complete team is working for the interests of the country.

The Railway employees, for the first time I suppose, have been given so many concessions and facilities and increased facilities by way of construction of houses

[Sh. Ajay Mushran]

after retirement and by way of giving them training. Four hundred training centres have been opened. The productivity linked bonus has definitely motivated the people to work their hardest. Twelve more *Kendriya Vidyalayas* have been opened. But I think there is need for opening more *Kendriya Vidyalayas*, Particularly in those places where the railway activities have grown, such as, katni where the school facilities for those employees who are staying far from towns is not available.

The labour relation has been extremely peaceful in my area, whether it is in the Divisional Headquarters or in other places, where there is a large section of railwaymen, there has been practically no labour unrest for the last three years. I would suggest now some points for the consideration of the hon. Minister.

Sir, the Government policy is to reserve some seats in Class IV and Class-III categories for the ex-servicemen. This, I am afraid, is not being implemented in the Railways. If it is being implemented, I do not know because there has been no mention of this in the Annual Report and Accounts of 1987-88. The second point which I would like to make is that the family planning drive requires more intensification so far as the Railways are concerned. The figures which have been given at page 41 of the Annual Reports and Accounts of the year 1987-88 show a very downward trend even for the issue of contraceptives. So, I feel very strongly that simply issue of contraceptive is not enough so far as the family welfare drive is concerned. There should be some incentives which should be given as is being given in other areas of activity in the country.

So far as safety is concerned, it is a matter of great satisfaction that the priority is being given by the Railways. But I would like to emphasise that the highest priority should be given and the Planning Commission should be made to be convinced about priority to be given on all modern safety meas-

ures which are prevalent in other countries, in developing countries not developed countries. These measures should be implemented by the Indian Railways. The accident figures have shown a downward trend in the last few years and every year there has been a downward trend and the performance of the Railways is a proof that the Railway journey is becoming safer and safer every day but to make it absolutely safe, it is desirable that the highest priority is given to incorporate the most modern devices in the Indian Railways. So far as my area is concerned, I have only three small demands which I don't think I could have put here. But since there has been a rumor about the running of Mahakoshal Express that from 1st April it is going to run at 12 O'clock from Jabalpur, I would urge upon the Railway Minister that this train must run as scheduled at the moment. If at all it is to be run earlier, it can run at 2 O'clock from Jabalpur and reach Delhi by 9 O'clock because that is the way the passenger who is coming here can save the whole day and have it for his own benefit. Otherwise there is a rumour in Jabalpur that the orders have been passed in the Railway Board that the Mahakoshal Express will start now from Jabalpur at 12 O'Clock which is most convenient for everybody boarding the train at Jabalpur.

My second point is that the hon. Minister has been kind enough to start a new train which will be going via Jabalpur. I would suggest that for Jabalpoorians to have the maximum benefit of this train going via Jabalpur, you may consider a complete bogie, a Second Class two-tier bogie should be earmarked for reservation at Jabalpur bothways because the train goes through Jabalpur which is just to be a transit station does not really offer the facility which the hon. Minister has in his mind to give to the people of my constituency. I would urge upon him that like the G. T. Express, in which a complete bogie is reserved from Bhopal to Madras, both-ways, in the same way it could be reserved from this place.

Sir, sometime ago we had an accident in Jabalpur-Gondia-train. The accident was

most unfortunate. I would not like to make any guesses about the cause of the accident because I am not an expert. But I will definitely say that after the accident, the facility given to the injured, to the next of the kin of deceased was most laudatory and I want to congratulate the Railways that so far as the post-accident activities of the Railways are concerned, the Railway staff and the Railway officers....(*Interruptions*)

18.00 hrs. *

MR. DEPUTY-SPEAKER: Please conclude.

SHRI AJAY MUSHRAN: I will try to conclude.

On this narrow gauge an accident had occurred about five years ago also and there was death of about 120 people and at that time also the then Railway Minister had promised that this gauge would be broadened with a view to provide more safety because the hon. Minister himself had seen the next day after the accident as to how unsafe the journey on that track could be. It was decided to get it surveyed in the mid-eighties. The survey was completed and to our horror it has been found that it is uneconomical. This has been the reply of the hon. Minister to one of my questions. I personally feel that safety should not be commensurate with the economics of your plans. If your projects afford safety to a section where the railway has been operative much longer than other areas where you have given broad gauge lines, certainly that track where narrow gauge has been functioning for

nearly 50 years deserves your attention so far as giving the transport facility is concerned, so far as the communication facility is concerned, and this question of a project being uneconomical should not be the consideration for not taking these projects on hand. I would personally urge upon the hon. Minister that since he has seen the damage and the loss of property of the railways and the previous human life, I would suggest that if not broad gauge, at least this line should be converted into metre gauge particularly between Jabalpur and Gondia; if not beyond gondia at least from Jabalpur to Nainpur the project can be undertaken first because most of the local traffic is always between Jabalpur and Gondia and the track is most treacherous between Jabalpur and Gondia. (*Interruptions*). After Nainpur the track runs on a much plainer ground with less circuitous and sharp track. I would, therefore, expect in his reply a firm and categorical assurance on these small but justified demands.

In the end I congratulate the hon. Minister for having brought a budget which is most laudable and everybody in the public all over the country has praised the budget, and I am sure, in the years to come he will continue the good work which he started in 1985.

MR. DEPUTY-SPEAKER: The House stand, adjourned to meet again tomorrow at 11.00 A.M.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March, 8, 1989/Phalguna 17, 1910 (Saka).