

training in legislative drafting to nominees attending the training programme conducted by the Bureau of Parliamentary Studies and Training of the Lok Sabha Secretariat.

(c) Twenty persons have so far received training in the Institute under the various legislative programmes conducted by it.

Grants-in-aid for Legal Research

3525. SHRI SHANTARAM NAIK: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether there is any provision to give grants-in-aid to the private organisations for legal research;

(b) if so, the details of the scheme under which the aid is given;

(c) the criteria for giving the aid; and

(d) the names of organisation and the amount of aid given during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (d). No separate provisions are made for giving grants-in-aid for various legal aid projects to private organisations. Each request for grant-in-aid received by the Committee for Implementing Legal Aid Schemes is examined by the Committee on merits. Normally, grants-in-aid are being sanctioned to private organisations for training of para-legals, legal literacy and public interest litigation programmes. No grants-in-aid for legal research has been sanctioned during the last three years. Legal research, it was felt out of experience, was really not within the purview of the Scheme

Report of OECD

3526. DR. B.L. SHAILESH: Will the

Minister of FINANCE pleased to state:

(a) whether the Organisation for Economic Co-operation and Development (OECD) has singled out India for having recorded the highest trade-related and other disincentive measures affecting inward direct investment; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Government is not aware of any such observation made by the Organisation for Economic Co-operation and Development countries.

(b) Does not arise.

Revival of LIC Policies

3527. SHRI ATISH CHANDRA SINHA: Will the Minister for FINANCE be pleased to state:

(a) whether insurance policy revival cases preferred under the LIC's special revival campaign have been still awaiting disposal in the Life Insurance Corporation of India's offices under the Central and Eastern Zones;

(b) whether the LIC is attempting to reject some cases on the plea of certain rules which were not declared with the scheme of special revival campaign;

(c) if so, the facts and details thereof; and

(d) the efforts being made to accept the insurers' claims for revival expeditiously without any further enforcement of new added rules therefor?

THE MINISTER OF STATE IN THE

DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Yes, Sir. Although all cases which were received by the offices of the Corporation during the period of special revival campaign have been scrutinised, some cases have not been disposed of in view of certain necessary requirements.

(b) and (c). No, Sir. It is not the practice of LIC to decline a revival of a policy at any time except on medical grounds or where a period of more than 5 years has elapsed from the date of lapse. The Corporation considers each and every case of revival on its merits. However, cases which fall outside the purview of special revival campaign are considered for revival under its normal rules.

(d) No new condition has been imposed for revival of policies.

Mangalore-Bombay Railway Line (West Coast)

3528. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted for the proposed Mangalore-Bombay railway line;

(b) if so, which are the main stations to be linked by the line;

(c) the estimated cost of the project;

(d) whether any portion of the work on this line has been completed; if so, the details thereof; and

(e) the reasons for delay in sanctioning/completing the remaining portion of the proposed line?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI

MADHAVRAO SCINDIA): (a) and (d). Railway line already existed between Bombay and Diva at the time of independence. Since then, line between Dive and Roha (101 km) has been opened in phases. Recently Survey was completed for Mangalore-Roha (837 km) new Broad Gauge line in April, 1988.

(b) Mangalore-Roha new BG line when completed will link Udupi, Honnawar, Karwar, Madgaon, Panaji, Kankavali, Ratnagiri, Chiplun, Dasgaon and Goregaon.

(c) Mangalore-Roha line is estimated to cost Rs. 861.97 crores.

(e) Survey Report for Mangalore-Roha was submitted to Planning Commission for their clearance in November, 1988 and they approved only Mangalore-Udupi (69 km) for construction and the same has been included in the Budget for 1989-90 at a cost of Rs. 52.6 crores. Clearance for the balance portion between Udupi and Roha is still pending with the Planning Commission and its sanction will depend upon their clearance. Completion of the Mangalore-Roha project, will depend on the availability of resources in the coming years.

Omkareshwar Dam Project

3529. SHRIPARASRAMBHARDWAJ: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the attention of Government has been drawn to the news-item captioned 'Omkareshwar dam project opposed' appearing in 'National Herald' dated 12 July, 1989 wherein the well known Environmental Action Group, Calcutta has urged Government not to give clearance to the Omkareshwar dam which is a part of Narmada Valley Development Project; and

(b) if so, the reaction of Government in this regard?