

[Translation]

SHRI RAM VILAS PASWAN : I cannot give an affirmative reply... (Interruptions) It is not possible to give an assurance but will consider it.

[Translation]

### Privatisation by Railways

\*183. SHRI BHANU PRATAP SINGH VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) the names of Departments and works where privatisation has been introduced by the Ministry and the results thereof;

(b) whether Jhansi Division has been divided by the Ministry; and

(c) if so, the reasons therefor and the operational limits of the new Divisions?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). A statement is laid on the table of the Sabha.

### STATEMENT

(a) Indian Railways have not privatised any department under its control. The Railways have however, offered some of its off-line activities, not directly connected with train operations, to private parties like catering, beautification of stations, supply of bed rolls, operation of cloak rooms, etc. 'Own Your Wagon Scheme', running of tourist trains on identified circuits, setting up of Railway infrastructure under Build-Own-Lease-Transfer (BOLT) scheme are some other schemes which have been offered to private sector.

(b) and (c). It is planned to set up a new Division at Agra by adjustments from adjoining Divisions including Jhansi. The new operational limits of these Divisions are yet to be finalised.

[Translation]

SHRI BHANU PRATAP SINGH VERMA : The Railway Minister has stated in reply to parts (b) and (c) of the question that it is planned to set up a new Division at Agra by adjustment for adjoining Divisions including Jhansi. Can this division be not stalled keeping in view the development of the area? Recently, Bilaspur Division was also subjected to such a treatment.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) These Division are set up from time to time keeping in view administrative and functional exigencies. Jhansi Division is, no doubt, the oldest and the most important Division. It is also true that Jhansi Division's performance has been very good but in spite

of it, the Division been reorganised many times to meet the geographical and functional requirements. The present decision has also been taken keeping in view the administrative and functional requirements.

SHRI RAJENDRA AGNIHOTRI : I would like to remind the hon. Minister that last time when this reorganisation of Jhansi Division was mooted, it had sparked off violent agitation for two months in Bilaspur and Jhansi. The political party to which the hon. Minister belongs and our party were active participants in that agitation. The then Minister had assured that the Bilaspur and Jhansi Divisions will not be bifurcated or reorganised to form a new Division. The hon. Railway Minister, who was the leader of the Janata Dal at that time, had written a letter to the then Railway Minister : I would request the hon. Minister to discuss the issue with the four Members of Parliament from Bundelkhand. The way bifurcation of Bilaspur Division was postponed, can the bifurcation of Jhansi Division also not be postponed? I would request the hon. Minister to consider it favourably.

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker. Sir, Bhopal Division was set up in 1987 and the decision to set up Agra Division was taken in January 1996. The issue was discussed during the consideration of the Supplementary Budget. Now a demand is being made to discuss the issue with the Members of Parliament ... (Interruptions)

SHRI RAJENDRA AGNIHOTRI : Will you postpone it or not? ... (Interruptions)

SHRI RAM VILAS PASWAN : I cannot make any commitment in this regard.

SHRI RAJENDRA AGNIHOTRI : I am registering my protest with the hon. Minister on the floor of the House. All the constituted parties of the United Front had participated in the agitation launched to stop bifurcation of the Bilaspur Division. Even the the Prime Minister had given a categorical statement that new Divisions would not be carried out in view of the agitation against such formation. The hon. Minister had also addressed a letter at that time that a new Division should not be setup. If the hon. Minister adopt a stubborn attitude on this issue, it rejects his insensitive attitude towards that area. I hope the hon. Minister would strive to resolve the issue, otherwise the events may take a serious turn there. He should postpone the formation of the Agra Division till the issue is Thrashed Out with the Members of Parliament... (Interruptions).

MR. DEPUTY SPEAKER : You have made your point, now let the hon. Minister reply.

SHRI RAJIV PRATAP RUDY : Your announcement have created situation leading to firing and killing of innocent people.

MR. DEPUTY SPEAKER : Let the hon. Minister give his reply.

SHRI RAJIV PRATAP RUDY : Please do not take controversial decisions which can lead to violence in the States...*(Interruptions)*. Just as it has happened between Sonpur and Hajipur on the question of Railway bridge.

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, it is not true that the Jhansi Division is being bifurcated.

SHRI RAJENDRA AGNIHOTRI : It is being sub-divided.

MR. DEPUTY SPEAKER : Allow the hon. Minister to complete his reply.

SHRI RAM VILAS PASWAN : All the innuendos are not true. A separate Division is mooted. Agra is as important as Jhansi and I have acknowledge this fact. In case the proposed Division at Agra is set-up, some areas from Allahabad, Kota, Jaipur and some from Jhansi would form part of the new proposed Division which is generally the practice wherever a new Division is set up. It is not true that Jhansi is being bifurcated or sub-divided.

As regards the charges levelled by another hon. Member - who tried to raise the issue during the Zero Hour I would not join issues with him and would only say that politicisation should be abjured. In my Railway budget speech, I had only stated that a bridge on the river Ganges should be built in Patna and not a word more than that. As regards Digha, hon. Members have launched an agitation. I would like to inform that survey work is being done at Digha. It is not a very happy State of affairs that a violent agitation should be launched, leading to firing and killing of people, only on the basis of Government's decision to build a bridge in Digha...*(Interruptions)*.

SHRI RAJENDRA AGNIHOTRI : Mr. Deputy Speaker, Sir, it is a serious issue and half an hour discussion on the subject should be admitted.

*[Translation]*

MR. DEPUTY SPEAKER : You have already put your question. Please take your seat...

*(Interruptions)*

*[English]*

MR. DEPUTY-SPEAKER : Please take your seat.

*[Translation]*

SHRI RAJENDRA AGNIHOTRI : We will not accept it. The former Prime Minister had given an assurance also in this regard.

MR. DEPUTY SPEAKER : Please take your seat. You may discuss the issue during the consideration of the Railway Budget.

*[English]*

PROF. P.J. KURIEN : Mr. Deputy Speaker, Sir, the BOLT Scheme has been in operation in the Railways. I would like to know...*(Interruptions)* Deputy Speaker has called my name. Please sit down...*(Interruptions)* Sir, the BOLT Schemes has been in operation in the Railways. I would like to know the lines that are under construction under the BOLT Scheme.

*[Translation]*

SHRI RAJIV PRATAP RUDY : His question has not been replied to properly.

*[English]*

MR. DEPUTY SPEAKER : You will have to sit down first.

*(Interruptions)*

MR. DEPUTY SPEAKER : Will you take your seat?

*(Interruptions)*

MR. DEPUTY SPEAKER : This is not proper.

*[Translation]*

SHRI RAJENDRA AGNIHOTRI : I am not satisfied with the Minister's reply and I am staging walk out.

11.59 hrs.

(Shri Rajendra Agnihotri then left the House).

*[English]*

PROF. P.J. KURIEN : Mr. Deputy Speaker Sir, the BOLT Schemes has been in operation in the Railways. I would like to know the lines that are under construction under this scheme and how successful and effective this scheme is. I would also like to know what proposals the Railways have with them to improve this scheme and in the next year which are the lines that are going to be included in this scheme.

*[Translation]*

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, I will lay it on the Table of the House. To-day's question consisted of two parts-both of them equally important. I do not know why they have been clubbed together. One part was about privatisation and the other about Railway Zones. I feel both the issues...*(Interruptions)*.

*[English]*

PROF. P.J. KURIEN : Why does he not reply to my question? Mr. Deputy-Speaker, Sir, I seek your protection. The Minister has not replied to my question.

*[Translation]*

SHRI RAM VILAS PASWAN : I have replied to...*(Interruptions)*.

[English]

MR. DEPUTY-SPEAKER : the Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### Toxic Wastes

\*184. SHRI SANDIPAN THORAT : Will the Minister of ENVIRONMENT be pleased to state :

(a) whether the toxic wastes such as lead ash, scrap batteries, plastic waste etc being imported from Western countries by certain industrial and business houses are exposing our country to serious health hazards;

(b) if so, the names of these importers and quantity of these items imported during each of the last three years;

(c) the action plan in operation to deal with the pollution hazards caused by the toxic waste dumps along with the results achieved thereunder; and

(d) the further action proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) The import of hazardous wastes are regulated under Rule 11 of the Hazardous Wastes (Management and Handling) Rules, 1989, notified by the Government of India, Ministry of Environment and Forests under the Environment (Protection) Act, 1986. According to these Rules (Rule 11), the import of hazardous wastes from any country to India is not permitted for dumping and disposal. However, import of such wastes are allowed for processing or reuse as raw materials, after examining each case on merit. Any import of hazardous wastes would come under the purview of these Rules. The Government of India is a Party to the Basel Convention on the Transboundary Movement of Hazardous Wastes and their Disposal and imports of hazardous wastes are also examined as per the obligations under this Convention.

(b) Details pertaining to the waste imports permitted by this Ministry is enclosed as Statement.

(c) The pollution caused by the toxic waste dumps are being dealt with in accordance with the provisions under the Water (Prevention and Control of Pollution) Act, 1974, Air (Prevention and Control of Pollution) Act, 1981 and Environment (Protection) Act, 1986. The Hazardous Wastes (Management and Handling) Rules, 1989 provides for necessary controls for the same. The Government of India is providing financial assistance to identify sites to be developed into secured landfills for the disposal of hazardous wastes. So far, 15 States have been provided with financial assistance for the development of 23 sites.

(d) The State Pollution Control Boards and the State Governments have been requested to take urgent necessary action for inventorization of the hazardous wastes and development of secured landfills for disposal of such wastes.

### STATEMENT

List of units granted permission to import hazardous wastes under Hazardous Wastes (Management and Handling) Rules, 1989 upto July, 1996

1. *Importer*—M/s. Balmer Lawrie and Co. Ltd. Calcutta

One time permission for the import of 150 KL of waste oil for trial runs for R and D project in December 1993.

*Exporting country* - Dubai.

2. *Importer*—M/s. Southern Refiners Ltd. Trivandrum.

One time permission for import of 8000 barrels of waste oil for trial run to demonstrate waste oil re-refining by vacuum distillation technology in 1994.

*Exporting country* - UK.

3. *Importer*—M/s. Zinc Smelters and Refiners India Pvt. Ltd. Bombay

One time permission for the import of single consignment of not exceeding 20,000 MT of zinc containing residual dusts (steel mill dust) on 20th June, 1994.

*Exporting country* - Germany.

4. *Importer*—M/s. Bharat Zinc Ltd., Bhopal.

Permission was granted for negotiating the import of 17,000 MT of zinc ash/dross/scrap from various countries of Europe with a condition that clearance would be sought from time to time on each consignment by providing necessary shipment details. Imports from Germany, Netherlands and Sweden were permitted.

*Exporting country* - Germany The Netherlands and Sweden.

5. *Importer*—M/s. Indo-Zinc Ltd. Dhar. MP.

Permission was granted for import of 1000 MT containing zinc ash/dross/scrap on 8th May, 1995.

*Exporting country* - The Netherlands.

6. *Importer*—M/s. Associated Pigments Ltd., Calcutta.

Permission was granted for import of 3,500 MT of lead waste containing lead dross/residue/scrap on 11 December, 1995 as per the recommendations of the Committee constituted for this purpose under this Ministry.

*Exporting country* - South Korea.