

Tenth Series, Vol. XXXV, No. 21

Tuesday, August 23, 1994

Bhadra 1, 1916 (Saka)

# LOK SABHA DEBATES (English Version)

Eleventh Session  
(Tenth Lok Sabha)



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## CONTENTS

[Tej Series, Vol. XXXV, Eleventh Session, 1994/1916 (Saka)]

No. 21, Tuesday, August 23, 1994/Bhadra 1, 1916 (Saka)

	COLUMNS
Oral Answers <sup>+</sup> to Questions:	
*Starred Questions Nos.: 401 to 404	1-40
Written Answers to Questions:	
*Starred Questions Nos.: 405 to 420	41-98
Unstarred Questions Nos.: 3950 to 4130	98-340
Acute crisis in Wagon Industry	340-370
Shri Somnath Chatterjee	340
Shri Indrajit Gupta	347
Prof. Prem Dhupal	350
Dr. Debi Prosad Pal	351
Shri Chitta Basu	353
Shri Sharad Yadav	354
Shri Nitish Kumar	355
Shri Basudeb Acharia	356
Shrimati Geeta Mukherjee	358
Shrimati Malini Bhattacharya	359
Shri Rajveer Singh	359
Shri C.K. Jaffar Sharief	360
Re: Reported move to allow entry of Foreign Media into India	371-381
Papers Laid on the Table	401-405
Messages from Rajya Sabha	405-406

---

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

(ii)

COLUMNS

Railway Convention Committee	406-408
<i>Seventh Report—Presented</i>	
Standing Committee on Food, Civil Supplies and Public Distribution	408
<i>Fourth Report and Minutes—Presented</i>	
Business Advisory Committee	409-418
<i>Forty-Fifth Report—Adopted</i>	
Motion to agree	
Shri Pawan Kumar Bansal	409
Shri George Fernandes	409
Matters Under Rule 377	418-423
(i) Need to re-open Ispat-dolomite mines at Baradwar in Madhya Pradesh	
Shri Bhawani Lal Verma	418
(ii) Need for allocation of funds for repairing and renovation of National Highway No. 23 particularly between Rourkela and Lathikata in Orissa	
Kumari Frida Topno	419
(iii) Need to get up an Electronic Telephone Exchange at Bareilly in Uttar Pradesh	
Shri Santosh Kumar Gangwar	419
(iv) Need to convert telephone exchange at Hathras into electronic exchange	
Dr. Lal Bahadur Rawal	420
(v) Need to set up a Navodaya Vidyalaya and a Central School in Roasas district, Bihar	
Shri Ram Prasad Singh	421
(vi) Need to provide manned railway level crossing near Vivekanand Ashram, Sahudangi, Jalpaiguri, West Bengal	
Shri Jitendra Nath Das	421



(iii)

COLUMNS

(vii) Need to allow weavers of Uttar Pradesh to produce Janata cloth as per old Textile Policy of Government of India

Shri Ramsagar 422

Motor Vehicles (Amendment) Bill  
As passed by the Rajya Sabha

423-488

Motion to consider

Shri Rajnath Sonkar Shastri 423

Shri Anand Ratna Maurya 431

Shri Bolla Bulli Ramaiah 436

Shri K.V.R. Chowdary 439

Shri Anna Joshi 442

Dr. Mumtaz Ansari 447

Shri Nirmal Kanti Chatterjee 449

Shri Sriballav Panigrahi 456

Shri Mohan Singh (Deoria) 461

Shri P.C. Thomas 463

Dr. Viswanatham Kanithi 469

Shri R. Naidu Ramasamy 471

Shri Jagdish Tytler 473

Clauses 2 to 64 and 1

Motion to pass

Shri Jagdish Tytler 488

Motion Re: Consideration of Twenty-Eighth and Twenty-Ninth Reports of Erstwhile Commissioner for Scheduled Castes and Scheduled Tribes and Fifth, Sixth, Seventh and Eighth Reports of National Commission for Scheduled Castes and Scheduled Tribes

488-508

Shri K.V. Thangka Balu 488

Shri Ram Singh 491

# LOK SABHA DEBATES

## LOK SABHA

*Tuesday, August 23, 1994/  
Bhadra 1, 1916 (Saka)*

*The Lok Sabha met at  
Eleven of the Clock*

[MR. SPEAKER *in the Chair*]

### ORAL ANSWERS TO QUESTIONS

[*Translation*]

#### **Agricultural Implements**

\*401 SHRI CHHEDI PASWAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the progress in experimental work being done to develop new agricultural implements has been found satisfactory;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the names of the new agricultural implements developed during the last three years as a result thereof?

[*English*]

THE MINISTER OF STATE IN THE  
MINISTRY OF NON-CONVENTIONAL

ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) to (d). A *Statement* is laid on the Table of the House.

### STATEMENT

(a) Yes, Sir.

(b) Research work is undertaken by the ICAR Research System for development of new agricultural implements through the following ICAR Institutes/All India Coordinated Research Project (AICRP):

1. Central Institute of Agricultural Engineering, Bhopal.
2. Indian Institute of Sugarcane Research, Lucknow.
3. Central Rice Research Institute, Cuttack.
4. Central Potato Research Institute, Shimla.
5. Central Research Institute for Dryland Agriculture, Hyderabad.
6. India Agricultural Research Institute, New Delhi.
7. AICRP on "Farm Implements and Machinery".
8. AICRP on "Intensive Testing of Power Tillers and Research and Development New

Machines to Make them versatile”.

9. AICRP on “Utilization of Animal Energy with Enhanced System Efficiency”.

(c) Does not arise.

(d) The Indian Council of Agricultural Research lays great emphasis on the development of agricultural implements through its AICRPs in the field of Agricultural Engineering. Agricultural implements/equipments developed during the past three years from tilling to threshing operation are summarised below.

*Tillage:*

1. Hydro Tiller for puddling operation.
2. CIAE multipurpose tool frame with attachments for tillage, bund forming, interculture, groundnut planting.
3. Tractor drawn P.T.O. driven harrow.
4. Tractor drawn no till planter.
5. Disc harrow-cum-puddler bullock drawn.
6. Tractor drawn clod breaker.

*Sowing:*

1. Bullock drawn seed cum fertilizer drill.

2. Seed cum fertilizer drill for small seeds like mustard, pearl millet.

3. Bullock and tractor drawn cup type seed-cum-fertilizer drill for paddy, sorghum.

4. CRIDA Bullock drawn Seed-cum-fertilizer drill attachment for country plough.

5. Manual Rice transplanter, Power Tiller operated rice transplanter and self propelled rice transplanter.

6. Tractor drawn sugarcane sett cutting machine-cum-planter.

7. Power tiller operated potato planter.

*Interculture:*

1. Manual hoe weeder.
2. Wheel hoe weeder-cum-seeder.

*Spraying:*

1. Self propelled sprayer for cotton crops.
2. Battery operated low volume sprayer.

*Harvesting:*

1. Self propelled reaper harvester.
2. Groundnut cum-potato digger.
3. Power tiller operated harvester.

*Threshing:*

1. Multicrop thresher.
2. Sunflower thresher.
3. Groundnut stripper.

*Others:*

Improved Yokes and Harness  
for Draught Animals.

*[Translation]*

SHRI CHHEDI PASWAN: Mr. Speaker, Sir, I had asked in the part (a) of my question as to whether the progress in experimental work being done to develop new agricultural implements has been found satisfactory. The hon. Minister has replied in the affirmative, though this was a misleading answer. You are aware that Parliamentary Committee on Agriculture has expressed dis-satisfaction in its report. I would like to know, through you, from the hon. Minister as to whether this report is correct though he has termed it satisfactory. I would like to know the reaction of the Government and the hon. Minister thereon.

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): Mr. Speaker, Sir, first of all an experiment is done for everything then only it is put on trial and then it is implemented. According to the results of trial further progress and modifications are made. We have given you a list of all the works undertaken by our institutions over the years. If there is any scope for improvement, that is also undertaken.

SHRI CHHEDI PASWAN: Mr. Speaker, Sir, the Parliamentary Committee constituted by you has

expressed its dissatisfaction over it even then the hon. Minister is expressing his satisfaction thereon. Since the hon. Minister calls himself a son of a farmer he may be well aware of the fact that how the farmers are making use of the agricultural equipments. The hon. Minister must know this also that it is imperative to have new technical equipments in order to have an increased production and for the farmers to be facilitated in their work with more vigour and inclination. These institutions have been entrusted with the work of modernising agricultural equipments in the country and the research work in making equipments conducive to the Indian conditions. Though the number of these institutions has increased, but they have not done any outstanding work. As a result thereof an amount to the tune of Rs. 16 crores given every year in the name of farmers is going waste. These funds are being misused by the officers sitting in air-conditioned offices. I would like to know from the hon. Minister as to whether any official has been held responsible during the review undertaken in regard to the Institutions involved in the work of developing and modernising agricultural equipments? If yes, what action has been taken against him? Besides, I would like to ask whether the Government have held talks with the Ministry of Finance to maintain a cheaper price of agricultural equipments to enable the farmers to get these at cheaper rates.

*[English]*

SHRI S. KRISHNA KUMAR: Sir, in answer to the main question itself, we have detailed out the research work being done for the improvement of agricultural implements in the country as well as the break through we have made. These are the more important of them.

The policy of the Ministry is to understand the actual situation in our country. Even now, the agricultural operations in 5 per cent of the holdings is done by manual applications such as in the North-East; about 50 per cent is still done by animal power and about 30-35 per cent is done by mechanised or power-driven or energy-driven implements. So, the research effort spans across all the sections of agriculture. The average holding in India is only 1.69 hectares. We have to take that into account.

So, the improvement of the agricultural implements or machinery is an on-going process. I have got a complete list of all the break through we have made in research. We spend about Rs. 51 crores for this in the Eighth Plan. For machinery, it is Rs. 15 crores; for post-harvest technology, it is Rs. 27 crores; for energy upgradation, it is Rs. 7.45 crores; and for drainage, it is Rs. 1.5 crores. Research is being done at the State level and at the Central level.

We have got the All India Coordinated Research Projects. We have got the Agro-machinery Corporations. Already we have built a manufacturing based for implements in our country. Thousands of small scale industries have come up. One million village artisans are working for the production of agricultural implements. We have developed one of the world's best tractor industries.

As regards the officers and the complaints against them again, it is a general question. If there is any specific allegation or anything like that, we will be able to give you the information.

DR. VASANT NIWRUTTI PAWAR: Mr. Speaker, Sir, the sugarcane and the

rice research institutes are working nicely. But, in view of the maximum export of grapes and onion from Maharashtra, the hon. Minister has declared in the House that there will be two national institutes; one for the research of onion and garlic at Nasik and another for the research of grapes in Manjri. The required land has already been handed over to the Central Government.

MR. SPEAKER: The main question is about the agricultural implements.

DR. VASANT NIWRUTTI PAWAR: When will these two institutes be commissioned?

MR. SPEAKER: No, it is disallowed.

DR. VASANT NIWRUTTI PAWAR: Sir, this is also related to the research work.

MR. SPEAKER: No Shri Yadav.

[Translation]

SHRI VIJAY KUMAR YADAV: Mr. Speaker, Sir, I am sorry to ask this question that our district in Bihar was World-famous for the production of potatoes before independence and people used to come here from even places like Peshawar.

MR. SPEAKER: It relates to agricultural implements and not to agricultural crops.

SHRI VIJAY KUMAR YADAV: I am asking about the research work only. It was only a small background. I want to say that whatever institutes have been set up for the development of new agricultural equipments are located in

Bhopal, Lucknow, Cuttack, Shimla, Hyderabad, etc. None of all the above places has an extensive production.

MR. SPEAKER: See, I will disallow this also.

[*English*]

This is about agricultural implements. Please understand it.

[*Translation*]

SHRI VIJAY KUMAR YADAV: I come straight to the question. I would like to ask the hon. Minister that Bihar is also included in those places where there is more scope for setting up these Research Centres and where the requirement of the these implements is more. There is no dearth of infrastructure at such places. Are you proposing to set up a Research Centre at a place like Bihar?

[*English*]

MR. SPEAKER: This is also disallowed.

DR. B. G. JAWALI: Thank you, Mr. Speaker, I most congratulate the hon. Minister for having undertaken so many research work and for all the progress. I have gone through the list. One important aspect which is the backbone of agriculture, particularly of the rural areas, is the bullock-cart.

Now, nowhere it is found that some research has been done for the improvised bullock-cart. Almost 40 per cent of the accidents are related to bullock-carts, etc. If you go to an orthopaedic hospital, the patients are from the rural areas. The cases are

either bullock-cart accidents or are due to some of the agricultural implements.

I would like to know from the hon. Minister whether he has got any proposal to have a thorough research on the improvised bullock-cart system.

SHRI S. KRISHNA KUMAR: Sir, upgradation of animal energy and the draught power of about 80 millions animals still constitute a very important ingredient of the Indian farming system. It is on the high priority of the ICAR. There are all-India coordinated research projects dealing with this subject. I will give your salient achievements of the animal energy system.

MR. SPEAKER: No, Mr. Minister. He is very specific. He is on bullock-carts only.

SHRI S. KRISHNA KUMAR: Several new varieties of bullock-carts have already been developed.

SHRI BALRAM JAKHAR: Sir, there is a lot of improvement in bullock-carts. The new innovations have come which are more feasible. Bullock-carts can carry more loads. There is less burden on the bullocks.

MR. SPEAKER: There are bullock-carts with rubber-tyres.

SHRI BALRAM JAKHAR: These have made it more feasible....(*Interruptions*) We are trying everywhere else to give impetus to bullock-driven carts and also implements.

[*Translation*]

SHRI BHERU LAL MEENA: The cultivation in our country is being done

according to a new technique. Earlier in our district Udaipur there used to be a college run by Agricultural Research Council. The advisis were imparted training in that college to undertake cultivation by using new techniques. Now it has been shifted to Bikaner. New agricultural techniques are invented in all the developed areas but not much attention is paid to advasi areas. I want to ask the Government whether new techniques would be introduced in advasi areas also so that the local farmers could increase the produce in their small tracts of land?

SHRI BALRAM JAKHAR: A new Agricultural Science Centre is proposed to be opened there also.

PROF. PREM DHUMAL: The ordinary tractors cannot be operated in hilly areas as the land is uneven. The livestock is also on a decrease and getting expensive. I would like to know as to whether the Government propose to give financial assistance to Himachal Pradesh for it to develop such a tractor which could be useful in cultivation in hilly areas?

SHRI BALRAM JAKHAR: You have said the right thing. We are considering it.

SHRI RAJVEER SINGH: All our stress is on the modernisation of agriculture equipments. As villages are being provided Harvester combines and they are being operated. Are you aware of its disadvantages? For example, when the wheat is cut from above and there is shortage of fodder, wheat remains in the earth. So, the animals do not get fooder. This is also creating its shortage. Are you proposing to make some other agricultural equipment in place of

harvester combine to protect the fodder and ensure wheat also or are you conducting some research in this regard?

SHRI BALRAM JAKHAR: Because its cutting cannot be done at a time and immediate irrigation or sowing of paddy cannot be done. This system was in practice throughout the country. It shattered the work.

So far as the husk is concerned, we have developed a new system and baling has also been done. New machines have also been obtained but then we would not be able to do anything without their help. We have to move forward and not backward.

SHRI RAJVEER SINGH: I want to make you progress more.

SHRI BALRAM JAKHAR: Please listen to me. The places where we operate combines, the daily wages of the labourers is from Rs. 50 to Rs. 100 but the places where harvester combines are not operated, the cultivation is not upto the mark and we are not able to give even the wages to the labourers.

That is why I want that the production should increase and the production can be increased only when the knowledge increases and new equipments are adopted.

You say that the livestock is decreasing. It is not so. We have the maximum livestock and we should not worry about that.

SHRI RAJVEER SINGH (Aonla): Then why are we going to import cowdung from abroad.

SHRI BALRAM JAKHAR: Where from you have heard all this. I say it is absolutely incorrect. There is no need for us to import cow-dung from anywhere. Neither we have imported cow-dung nor we intend to do so. Mr. Speaker, Sir, I do not know how do they hear such ridiculous things.

SHRI CHANDULAL CHANDRAKAR: Mr. Speaker, Sir, there are a large number of small farmers in our country. Is it the reason that the Government is making small tractors or harvester combines or some other agricultural equipments which could be useful to small farmers and could be easily purchased by them as all the other present agricultural tractors and harvesters etc. are very expensive, the price which a small farmer can not afford. Now a days a tractor costs rupees from two to three lakhs. The same is the case with other agricultural equipments. That is why I would like to know from the hon. Minister as to whether the Government would make efforts to enable the farmers to get some small tractors etc. which could be purchased at Rs. 30-40 thousands?

SHRI BALRAM JAKHAR: Mr. Speaker, Sir, a subsidy of Rs. 30 thousand is being given on the tractor. I am giving a subsidy of Rs. 30 thousands in place of a small tractor, and making efforts side by side to continue giving this subsidy in future also.

SHRI RAM PRASAD SINGH: Mr. Speaker, Sir, through you, I would like to tell the hon. Minister of Agriculture that there is no specific improvement in the cultivation despite the use of new equipments. You are showing data that the production has increased. Actually a good monsoon is resulting in increased

production and you are taking all the credit. When there is less production due to drought the whole blame is put on the God. I would like to tell the hon. Minister that the number of small farmers in villages is quite large and your agricultural equipments are very expensive, thus these small farmers cannot buy these equipments because financially they are not very sound nor do they have such big tracts of land. Is the Government proposing to set up an institute to manufacture inexpensive agricultural equipments for the small farmers which would impart training to small farmers on how to manufacture such equipments and they could make these equipments which could be useful for them?

SHRI BALRAM JAKHAR: Mr. Speaker, Sir, so far as the sowing is concerned. I am praying, sitting in this House that you should understand that these agricultural fields would turn into football fields. Earlier the population was 34 crore now it has increased to 90 crores.

The land was produced by God once. It does not increase every day. It will remain as it is. The more the population the more it will be shared. That is why it is important that a new system of production should be evolved to increase the production. That is why we are trying to manufacture new equipments for the small farmers they could afford and which could be useful for them. That is why I am giving subsidy on it. The subsidy is being given alongwith the implement. this is what we are doing.

[English]

SHRI NIRMAL KANTI CHATTERJEE: I am glad that I have succeeded at last, in catching your eyes.



MR. SPEAKER: Well this is 'agricultural implements'.

SHRI NIRMAL KANTI CHATTERJEE: Sir, my question is very specific. Jute is part of agriculture. Are there any developments in agricultural implements, specific of jute, on which research is going on in any institute in India and, in particular, in an institute which is engaged in jute research in Barackpore in my constituency? Is the hon. Minister aware, which kind of implements they have developed for specific jute cultivation?

[Translation]\*

SHRI BALRAM JAKHAR: Mr. Speaker, Sir, I am sorry to say and sometimes, have to think also of stopping jute cultivation, then what price we will get. (Interruptions)

[English]

MR. SPEAKER: This matter is straight from library and not from Agricultural field. It is from the library and not even from the lab.

[Translation]

SHRI VIRENDRA SINGH: Mr. Speaker, Sir, the Government have mentioned a scheme for the development of new agricultural equipments. Everybody is aware that India is mainly an agricultural country. The farmers as well as agricultural labourers working in fields are related to the field of agriculture. The new equipments are being manufactured whether big or small, they will continue to be useful in agricultural production

works on traditional basis. There have been 3 thousand varieties of ploughs and we have had a traditional system of sowing and irrigation. Several machines in the agricultural field are of traditional types. I feel that agricultural equipments have been invented on the basis of those traditional systems. I would like to put a question to the Government that as they are inventing big and small mechanical equipments but has the attention of the Government been drawn to this fact that as to what would become of the labour put in by the agricultural labourers? Is any coordinating scheme been formulated in view of the labour put in by them? And whether any special work is being undertaken in the area of agriculture by coordinating these machines with the labour put in by them?

SHRI BALRAM JAKHAR: You are talking about the old system of things. If you want to continue talking about the past then why do you go to space and why do you progress..... (Interruptions)

SHRIMATI BHAVNA CHIKHLIA: You must find it out (Interruptions)

SHRI BALRAM JAKHAR: I am listening and replying to that only. He had mentioned to continue doing what used to be done in the past. These ensure progress. That is why these are used (Interruptions).... Please listen to me. That is why we talk of labour force. Where the production is increased by the Government the rate of wages also increases. Where there is no production, the rate of wages also does not increase. These are the equipments. I had given the same reply last year.... (Interruptions)... How it is increasing? This is what I am saying that it will ensure progress. If you do not want progress then there are no means.

[English]

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, the Minister in his reply has stated that our research institutes have developed 20 types of implements and equipment during the last three years and he has also given a list. I want to know how far these implements are in demand among the cultivators. Has the Government got any information on this aspect? Secondly, on which implements is the demand increasing? Is the Government giving any subsidy on those implements which are in demand so that there will be more and more demand for such implements among the cultivators?

SHRI BALRAM JAKHAR: The demand is ever increasing. New entrepreneurs and small artisans are coming up to make these equipment and implements which are in great demand. As regards the subsidy that we are giving, I will give the details to the hon. Member.

[Translation]

### Devdasi System

+

\*402. SHRI ANAND RATNA MAURYA:  
SHRIMATI PRATIBHA DEVISINGH PATIL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a Committee was constituted by the Government to carry out a study regarding Devdasis in Southern and Western parts of the country;

(b) if so, the number of Devdasis, State-wise;

(c) the details of recommendations of the Committee regarding rehabilitation of Devdasis and to emancipate them from exploitation; and

(d) the reaction of the Government to the recommendations?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): (a) to (d). A *Statement* is laid on the Table of the House.

### STATEMENT

- (a) The Central Government constituted a Central Advisory Committee to study the problems of child prostitution, which *inter-alia* also examined the problems of Devdasis;
- (b) While the Committee did not carry out a survey of the number of Devdasis, secondary sources indicate that they are found largely in the States of Karnataka, Maharashtra and Andhra Pradesh. In six districts of Karnataka, where the practice of Devdasis is largely prevalent, it was estimated that in 1991-92 there were approx 21,000 Devdasis. A survey in 1986 had indicated that there were 16,300 Jogins in Andhra Pradesh. But the number of other categories of

Devdasis such as Venkatsanis and Basavis etc., who are found in Andhra Pradesh, Kamataka and Maharashtra is not known.

- (c) The Central Advisory Committee has recommended that (i) the concerned State Governments should frame necessary rules for the implementation of Devdasis Prohibition Acts, prevalent in the States as well as review the implementation of these Acts; (ii) in order to develop a better understanding of the practice and facilitate integrated developmental responses to the problem, it was necessary to comprehensively study the various aspects of the problem including the factors responsible for dedication, socio-economic profiles of the various categories of Devdasis, spread and magnitude of the problem etc. (iii) each State Government should draw up a comprehensive time bound Plan of Action wherein economic rehabilitation measures should be taken by State level Organisations as well as NGOs under various schemes of the Central and State Governments. Each State Government should also set up a suitable Implementation Machinery which would affect coordination as well as ensure that a large number of economic and non-economic developmental inputs are dovetailed to Devdasis and children, with adequate care being taken to provide proper marketing linkages to support their economic development activities.

- (d) The Central Government has considered these recommendations positively and requested

the concerned States to take appropriate action.

*[Translation]*

SHRI ANAND RATNA MAURYA (Chandauli): Mr. Speaker, Sir, the House will agree to the fact that 'Devdasi' system is a social evil and a taint on the country. But even then the Government is unaware of the number of Devdasis in various such States where the Devdasi system is still prevalent. It reflect the Government's indifferent attitude towards them.

Mr. Speaker, Sir, my direct question to the hon. Minister is that whether the Government has formulated any solid programme to eradicate the 'Devdasi' system. If so, the yearwise achievements after its implementation.

SHRI BALRAM JAKHAR: As regards your saying that we have to go ahead.... *(Interruptions)....*

*[English]*

SHRIMATI BASAVA RAJESWARI: This system was prevalent ever since the Vijaynagar Dynasty ruled that area. I came to know this from history, when I was the Minister for Social Welfare in Kamataka. To cater to the needs of the Army camps, this system was introduced. It is localised. Only in a few districts of Maharashtra, Andhra Pradesh and Karnataka, the Devdasi system is still prevalent. In Kamataka, it is called either Devdasi or Basavi, in Andhra Pradesh it is know as Jogin or Venkatasani and Maharashtra it is known as Devdasi.

Old women in order to generate income, offer young girls, ageing between 12 to 18 years in the name of God. Due

to ignorance, illiteracy, lack of awareness, superstition, they offer girls for exploitation.

As regards the question of the hon. Member, we have taken various measures to eradicate this system. The State Governments are having their own laws and those are under implementation. We have taken up a lot of rehabilitation programmes for those women who are in distress and also rehabilitated their children.

Sir, these are the actions which we have taken. If you want me to answer the question in details, I will reply State-wise. In one of the litigations regarding child prostitution, the Supreme Court observed that a study on the Devdasi System should be conducted. We have studied the system at length and various States have enacted their laws and have also taken various measures apart from what we have taken.

[Translation]

SHRI ANAND RATAN MAURYA: Mr. Speaker, Sir, the hon. Minister has given a very casual answer to my question even then through you I would like to ask a second supplementary question about the number of voluntary organisations contributing and working for the rehabilitation of the Devdasis in Maharashtra, Andhra Pradesh and Karnataka. Which are these voluntary organisations? Whether any aid is given by the centre to those voluntary organisations and if so, the yearwise details of these?

[English]

SHRIMATI BASAVA RAJESWARI: Sir, we did not make a through survey of the system, but we are going to do

it as early as possible. A secondary organisation known as Ardi have conducted a survey and has submitted its report. In that report, it is stated that 23,000 Devdasis are existing in Karnataka and in Andhra Pradesh it is 16,300. Regarding the detailed rehabilitation programme, as far as Karnataka is concerned, they are distributing land to these ladies. *Pattas*, Janata houses and house sites are also being distributed to women.

[Translation]

SHRI ANAND RATNA MAURYA: I had asked about the voluntary organisations working for their rehabilitation and no reply has been given regarding that.

[English]

SHRIMATI BASAVA RAJESWARI: Only one organisation has submitted the reports on the survey of the Devdasi system. We have not surveyed it....(Interruption).

Sir, he was asking it.

[Translation]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): Mr. Speaker, Sir, the hon. member has asked for the information specially about Maharashtra as to how many Government institutions are involved in this work, at present. I do not have that information readily available with me as to how many Government institutions are working in different States and what aid these are getting from the States. I will collect information and send to the hon. member.

SHRIMATI PRATIBHA DEVISINGH PATIL: Mr. Speaker, Sir, I would like to know whether I can raise one or two supplementary questions?

MR. SPEAKER: Only one.

SHRIMATI PRATIBHA DEVISINGH PATIL: I am dividing my question into two parts. It has been stated in the Part(D) reply of my question that.

*[English]*

"The Central Government has considered these recommendations positively and requested the concerned States to take appropriate action".

*[Translation]*

The word positively used here means that this responsibility has been left on the State Governments and the State Governments have been asked to do this work.

*[English]*

That has been left to the State Government. It only an advisory type of thing that the Central Government has done. They have only advised the State Governments to take up appropriate action. What is the central Government going to do about it? That is what we wanted to know.

*[Translation]*

Mr. Speaker, Sir, the Devdasi system is very old and many reports have been prepared and discussions held on it by the thinkers in our country as well as in abroad, several laws have been passed in this regard. I do not think that there is a need to deliberate further

on it. This system being run in the name of religion, Gods and Goddesses is very unfortunate and hateful. We are master in doing ill deeds in the name of religion and God. We take the refuge of religion in committing human sacrifice, in making one a prostitute or doing atrocities by declaring someone as untouchable. Thousands and lakhs of innocent lives are being ruined by it. It is a very serious thing. Therefore both the preventive and curative measures must be taken. I would like to know if the Central Government would do something positive in this regard and some special schools like the Kendriya Vidyalayas or the Navodaya Vidhyalayas with hostel facility would be set up for the little girls to be made Devdasis, where they could be given vocational training so that they are not compelled to succumb this reprehensible practice.

*[English]*

SHRIMATI BASAVA RAJESWARI: We have taken various measures in this regard. The Department of Women and Child Development has sanctioned two projects under the NORAD Scheme to the Western Maharashtra Development Corporation. In the project sanctioned, 85 Devdasis were given one year training in knitting. We have allocated Rs. 11,30,000 to this Corporation for these projects. The same organisation was given a project for watch assembly training for 100 women for one year. Apart from that, the Government of Maharashtra has given financial assistance of Rs. 10,000 for the marriage of Devdasis or their daughters.

MR. SPEAKER: The main question is, what kind of assistance the Government of India is giving to eradicate this evil from the society.

SHRIMATI BASAVA RAJESWARI: That is what I have replied to, Sir. Two projects have been sanctioned under the NORAD Scheme to the Western Maharashtra Development Corporation.

MR. SPEAKER: These are the two projects but not the programme or the policy of the Government.

SHRIMATI BASAVA RAJESWARI: These are the two programme, Sir.

MR. SPEAKER: All right, you may please reply in your own fashion.

SHRIMATI PRATIBHA DEVISINGH PATIL: Sir, I have specifically asked as to whether there is going to be some educational institution, like the Kendriya Vidyalaya, Navodya Schools or ITI. Can we have such a scheme for the girls who are really in misery?

SHRI ARJUN SINGH: I think the hon. Member is right in saying that basically this is an issue which should be tackled by spreading awareness about the reprehensible practice that it is and for that it is the general awareness in society, including women, which will help eradicate this evil. In this respect, efforts are being made by the State Governments, because they have to do it in the field, and the Central Government has helped the State Government by giving training programme so as to give economic empowerment to those families whose members have been involved in this so that they are able to stand on their own legs. This will help in reducing the impact of Devdasi and other system.

I would like to mention here that it may not be a one-sided approach to the problem. It has to be a holistic approach to the problem, both on the

part of the social organisation and the State Government and the Central Government is prepared to help the State Government to the fullest extent possible to carry out this responsibility with efficiency and proper planning.

SHRIMATI SUSEELA GOPALAN: Mr. Speaker, Sir, spreading awareness is one thing but taking up a socio-economic programme is the most important thing. Whatever efforts have been made so far are quite inadequate. There will not be any result until both the State and the Central Government jointly take up a socio-economic programme. Will the Government consider giving some aid to the children of these Devdasis who are sent to school?

Will the Government consider giving some aid to the mothers of these children so that they can send their children to the schools, girl children especially, as they are kept there because of economic difficulties? If they are given special grants for sending their girl children to schools, then there would be some good result. If you do not think on those lines, if land is given and no money is given, they will not be able to cultivate that land. These things should be taken up in a comprehensive way. Will you please consider these aspects?

SHRIMATI BASAVA RAJESWARI: We have already considered that, Madam. In Karnataka several schools have been started for the rehabilitation of such children. Lumpsum grants are also being given to them. The grant given for the children in the primary standard is Rs. 40 and in the middle school they are given grants to the extent of Rs. 60 to Rs. 120. They have also started short stay homes and Juvenile home in Karnataka.

In Maharashtra pensions are given along with sites for those women who have grown old. In Belgaum, the Kamataka Government have given Janata houses and other things for 384 families. Andhra Pradesh Government, I think, have even given Rs. 250 as stipend for the students who come from their families. These are all actions which have been taken by the various State Governments apart from distributing sites. Other socio-economic programmes and schemes are also being implemented.

*[Translation]*

SHRIMATI BHAVNA CHIKHLIA: Mr. Speaker, Sir, just now the hon. Minister has said that a committee has been set up to study of the plight of the Devdasis. You know about the committees. Everyone knows about the action taken report on the J.P.C.'s report. Does the Government contemplate to enact a stern law in this regard as in the case of the terrorists TADA is imposed? Often the minor girls are abducted and molested. Does the Government contemplate to adopt stern measures to stop it?

SHRI ARJUN SINGH: Hon'ble Speaker Sir, whatever has been said by the hon. Member, must be pondered over. It is already under consideration. It is under consideration to make the Immoral Traffic Act more effective and stringent. Taking all these things into consideration the Bill will be amended.

*[English]*

SHRIMATI MALINI BHATTACHARYA: Sir, the Minister was quite right in saying that a holistic approach has to be taken so far as rehabilitation of these artistes is concerned. Now, it is clear that the misuse of this system comes out of

the feudal outlook about who are performing-artistes and who, therefore, have to go outside the domestic sphere and are considered to be easily available.

And, secondly, the reason is their economic situation the poverty-stricken background from which these girls come. Now, what I want to ask is that there are other women artistes of this kind, rural and folk artistes in particular, who are undergoing the same kind of social and sexual exploitation in many different States. Therefore, I would like to ask the Minister whether any broader scheme for the upliftment or to prevent the exploitation of such women artistes, particularly in the rural areas, will be undertaken by the Government.

SHRI ARJUN SINGH: Sir, this is a wider question of the general situation that might be affecting the folk artistes, specially the women artistes. I do not think it falls squarely within the scope of this system which we are discussing. But, since it is a matter which also has some relevance to women artistes, their exploitation, we will try to think of a way in which this can be prevented and if special efforts are to be taken, we will try to see that those are taken.

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, in the Statement that has been placed on the Table of the House, in 'C', there are some recommendations such as Central Advisory Committee has recommended that: (1) the concerned State Government should frame necessary rules for the implementation of Devdasis Prohibition Act prevalent in the States as well as review the implementation of this Act.

Sir, I would like to know from the hon. Minister which are the State Governments which have framed the

rules and which are the State Governments which have reviewed the State of affairs with the implementation of the Act and what steps are being taken by the Central Government to monitor that.

SHRIMATI BASAVA RAJESWARI:

Sir, the State of Karnataka had framed the rules first. The States of Maharashtra and Andhra Pradesh have to review it.

SHRIMATI GEETA MUKHERJEE:

Have they reviewed it?

SHRIMATI BASAVA RAJESWARI:

We have asked them to review it.

SHRIMATI GEETA MUKHERJEE:

You have asked them to review it but they have not yet reviewed it.

[Translation]

### Crop Insurance Scheme

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\*403 SHRI LALL BABU RAI:

DR. LAXMINARAYAN

PANDEYA:

Will the Minister of AGRICULTURE be pleased to state:

(a) when the new Pilot Crop Insurance Scheme has been implemented in the country;

(b) the names of States where it is being implemented at present;

(c) whether the present Scheme will cover only a few farmer and crops by considering Tel...

(d) the steps proposed to benefit all the farmers equally;

(e) whether the Government propose to enhance the amount of Crop Insurance Scheme for the flood-prone, drought-prone and earthquake-prone areas;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Pilot Crop Insurance Scheme (PCIS) has not been implemented in the country;

(b) to (g). Does not arise.

[Translation]

SHRI LALL BABU RAI: Mr. Speaker, Sir, just now the hon. Minister has stated in his reply that question does not arise.

Indian is an agricultural country where 75 to 80 per cent people depend on agriculture. Around 26 crore people put hard labour in agriculture. But farmers in this country always suffer hardships due to floods, famine, earthquakes and other calamities which destroy their crops.

MR. SPEAKER: Reply to the question will not come if you make speech here.

SHRI LALL BABU RAI: I come to the main question. Hon Minister says himself to be a farmer and their well wisher. When the crops are destroyed,



the farmers weep over their plight and are greatly auguiaed.

While framing the Crop Insurance Scheme hon. Minister has made a provision for providing compensation upto Rs. 10,000 This insurance scheme does not cover the crops of tobacco, sugarcane and cotton. I demand for inclusion of these crops also under the crop insurance scheme. The committee has also made recommendations to this effect. The report of the committee also made a recommendation to enhance the amount of compensation under Crop Insurance Scheme. I would like to know from the hon. Minister as to whether the Government increase the present amount of Rs. 10, 000 under Crop Insurance Scheme or not?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): Mr. Speaker, Sir, as far as his question is concerned as to whether I am a farmer or not, I would like to say and perhaps he also knows that I am also a farmer.

The thing is that I have given reply to the question you have asked..(Interruption).... I am 6 and a quarter feet tall. The question is that I have given reply to the question asked. He has asked whether the 'Pilot Scheme' has been launched? I would like to tell that it is under consideration. What he was mentioning was an old scheme, and it was introduced quite earlier and it is still going on. I am also trying my best that all the crops should be covered under Crop Insurance Scheme and study is going on in this direction. The shortcomings in the scheme will be removed before implementation. I will give the reply to this question other day.

SHRI LALL BABU RAI: I would like to ask supplementary question on it. Just

now hon. Minister has stated that so far this scheme has not been launched and Government proposes to introduce it. I would like to know from the hon. Minister that by when this scheme will be implemented?

SHRI BALRAM JAKHAR: We will try to launch this scheme at the earliest possible.

DR. LAXMINARAYAN PANDEYA: Mr. Speaker, Sir, this question relates to crop insurance. Many times you have accepted in this House that you want to provide the benefits of this scheme to all the farmers. Originally my question pertained to the same but by dubbing this question. I would like to know as to whether the Crop Insurance is being studied on the basis of some villages or tehsils as one unit or on individual basis-it should be clarified.

SHRI BALRAM JAKHAR: Mr. Speaker, Sir, there are some practical problems in it. I have been pondering over this issue since 1972 because I am also a sufferer..(Interruptions) I am studying this scheme seriously as I am also a farmer..(Interruptions)..There is no fun in it..(Interruptions)

AN HON. MEMBER: How many years you will take to study this scheme?

SHRI BALRAM JAKHAR: You would have understood it if you were a farmer... (Interruptions)

AN HON. MEMBER: Please tell what you have been thinking about it?

SHRI BALRAM JAKHAR: I am telling that. There is a big difference between saying one thing and doing it. We are trying to curtail this difference.

Practical problems in this scheme are being solved for its successful implementation. At present farmers, who have taken loan are being considered for this scheme. Now a fullfledge scheme has been formulated and research is going on in this regard. I wish its implementation at the earliest. This scheme has been forwarded to special committee of Cabinet Committee for study and I hope that this will be done at the earliest.

DR. LAXMINARAYAN PANDEYA:  
Will it be possible by the next session?

SHRI BALRAM JAKHAR: We will try our best.

*[English]*

PROF. UMMAREDDY VENKATE-SWARLU: Sir, this is a very important aspect. Hon. Minister has on several occasions promised in this House that this scheme is going to be implemented. Even the hon. Prime Minister during his visit to Andhra Pradesh assured that this scheme would be implemented from Rabi 1993. I would like to ask the Minister when this scheme will be given effect to and whether this is going to form part of the National Agricultural Policy.

SHRI BALRAM JAKHAR: Sir, there are two aspects.

MR. SPEAKER: He wants to know whether it is going to form part of the Agricultural Policy.

SHRI BALRAM JAKHAR: The Agricultural Policy has been laid on the Table of the House and he should study the Policy.

*[Translation]*

SHRI RATILAL VERMA (Dhanduka): Mr. Speaker, Sir, hon. Minister is going to implement a new Crop Insurance Scheme on experimental basis whereas crores of rupees are outstanding under the old Crop Insurance Scheme in Gujarat. A delegation of Gujarat farmers have directly contacted you for it but no action was taken. I would like to know from the hon. Minister that by when this outstanding amount will be paid?

SHRI BALRAM JAKHAR: Mr. Speaker, Sir, this question pertains to the policy matter, therefore, it should be asked separately. Although it is being done. This has a lot of problems and several related departments have to give their report regarding the actual loss of crop. Therefore, this new crop insurance scheme is being introduced to remove the shortcomings in it. *(Interruptions)* You ask the question, reply will be given.

SHRI LAKSHMI NARAIN MANI TRIPATHI: Mr. Speaker, Sir, I would like to ask one question and hope that he will consider it seriously. A large area in India is cultivated along the bank of rivers especially in my parliamentary constituency in Uttar Pradesh Ghaghara river passes through all the five legislative assembly constituencies. Earlier, when there was flood in this river a vast area in this region used to submerge... *(Interruptions)*.

MR. SPEAKER: The question will become very lengthy.

*(Interruptions)*

SHRI LAKSHMI NARAIN MANI TRIPATHI: Sir, I have raised this question time and again but proper reply to it was

not given, therefore, I would like to explain it. At present a dam has been constructed along with the river to save the farmers from flood. Now in rainy season the water logged between the dam and river does not spread. But land of millions of farmers fall between this dam and the river and their crops are ruined every year. I would like to know from the hon. Minister as to whether he is planning to launch any scheme for the welfare of such farmers or whether these farmers will be covered under the Crop Insurance Scheme or not? Sir, I request you to ask the hon. Minister to answer my question specifically.

SHRI BALRAM JAKHAR: Sir, the question is that in the new crop insurance scheme...

[English]

SHRI VIJAY NAVAL PATIL: Mr. Speaker, Sir, the hon. Minister has said that he has been thinking over the situation since 1972. In view of the policy of the Government to withdraw a substantial subsidy on fertiliser, the farmers are suffering a lot.

Will the Minister consider taking up the Pilot Projects immediately? While implementing them, they will come to know what are the deficiencies. The practical experience gained during their implementation will be useful to the farmers. Instead of thinking over the Pilot Projects, is he going to start them from the next year ?

MR. SPEAKER: I think the Minister has already replied to this question.

SHRI BALRAM JAKHAR: I have already replied to this question.

SHRI P. C. THOMAS: The natural calamities are causing heavy losses to the cash crops. The compensation given is very meagre. For example, when a coconut tree is lost completely, the compensation given by the Government is just Rs. 40 or Rs. 100, which is very meagre compared to the efforts put in by the farmers and the cost incurred by the farmers.

Can you formulate a policy where crop insurance can be taken by the farmers for their cash crops so that such natural calamities as are unprecedented, as are occurring again and again can be looked after?

SHRI BALRAM JAKHAR: We have increased the amount of compensation from Rs. 25000 to Rs. 45,000.

MR. SPEAKER: Q. No. 404—Shri S.M. Laljan Basha—not present.

SHRI CHETAN P.S. CHAUHAN: want to raise this question.

MR. SPEAKER: Well, Mr. Chauhan wants to ask this question, I will allow him.

#### **Assistance to Former Olympians**

\*404 SHRI CHETAN P.S. CHAUHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether attention of the Government has been drawn to the news-item regarding former Olympians in the "Times of India" dated 29 July, 1994;

(b) whether the Government have made any survey of the status and

economic condition of all the former Olympians;

(c) if so, the number of former Olympians who are living in economic penury; and

(d) the number of such sports-persons provided financial assistances?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) No, Sir.

(c) The information regarding the number of former Olympians who are living in economic penury is not available with the Department.

(d) Under the new scheme, "Sport Fund for pension to Meritorious Sportsperson" being implemented through Life Insurance Corporation of India, three Olympians are getting Life pension at the rate of Rs. 2000/- p.m. 37 more Olympians including Mr. Manual Fredricks referred to in the news item would also be receiving pension at the same rate from Life Insurance Corporation of India soon.

[Translation]

SHRI CHETAN P.S. CHAUHAN (Amroha): Hon. Mr. Speaker, Sir, it is really very unfortunate that no survey has been conducted regarding the number of players employed, number of players unemployed and players living in indigent condition.

Mr. Speaker, Sir, sportspersons give away their whole life, youth for the sports and the country. Sir, through you I would like to know from the hon. Minister as to whether he is going to conduct any survey regarding the number of unemployed players who participated in Olympic Games and whose economic condition is weak. Whether this information will be made available to us.

[English]

SHRI MUKUL WASNIK: The scheme which we have started to give pension to the meritorious sportspersons will cover all the medalists in Olympic Games and that number comes to 126 sportspersons.

As far as Asian Games gold medalists are concerned, the figure is 139. These sportspersons will get pension irrespective of their financial status. For sportspersons who are in indigent circumstances, we have a separate scheme, which is there in operation for the last few years and we cater to their needs separately. So wherever there is any case of a sportsperson in indigent circumstances, we do give a monthly pension or if there is a need, we give some lumpsum grant also.

SHRI CHETAN P.S. CHAUHAN: Sir, the hon. Minister has said that it is only the medal winners who will be given pension. I would like to ask the hon. Minister, whether he is going to consider any kind of reservation for these sportspersons just as you have reservation for the ex-servicemen. As I said, the sportspersons give away their youth for the country. So, will you consider giving some kind of reservation to them or will you issue guidelines to the Government or Government organisations, public

sector undertakings and State Governments so that these sportspersons could get some job opportunities?

Sir, as they are giving pension to the gold medalists only, I would like to know will the hon. Minister consider giving pension to Arjuna awardees also because I am one of them.

MR. SPEAKER: You will get pension from the Parliament.

SHRI CHETAN P.S. CHAUHAN (Amroha): Sir, the point here is that there are lot of games and in some games we are nowhere in the international standard, so we cannot get any medals in these games. There are sportsperson who have got Arjuna Award in these games too. Will the hon. Minister consider this also?

SHRI MUKUL WASNIK: Sir, I would like to clarify the position once again. Pension for medalists is one scheme and pension for sportspersons in indigent circumstances is another. In the second scheme also we have given pension to 58 sportspersons and we have given lumpsum assistance to 92 sportspersons.

As far as pension to Arjuna awardees is concerned, Sir, you have said that Shri Chauhan can get pension through Parliament. Though he is sitting on the opposite side, we do not wish that he should become a pensioner so soon. But for Arjuna Awardees also we are planning to prepare a scheme so that they can be provided with some benefit. We are in the process of preparing the scheme, but I am not in position to divulge anything at this point of time.

SHRI CHETAN P.S. CHAUHAN: Sir, what about the reservation? I did not get the answer.

SHRI MUKUL WASNIK: Sir, the Department of Personnel has already issued instructions to various public sector undertakings to provide some minimum number of jobs for the sportspersons.

SHRI UDAYSINGRAO GAIKWAD: Sir, I would like to quote one example from our District in Western Maharashtra. A wrestler who had won a bronze medal in Helesinki, was directly recruited as an Inspector by the Maharashtra Government after that unfortunately he met with an accident and died. His name is Mr. Khasoha Jadhav. Now the hon. Minister may recollect that his wife came out and said that she was going to sell his medal because she was leading a life of hand to mouth. I am the Vice-President of the Wrestling Federation. We all came together and donated some funds to her. After that the Chief Minister of Maharashtra State also gave some funds to her. She is not getting anything and she feels that one of her sons should get into some job. That is what Shri Chetan P.S. Chauhan has rightly said.

Secondly, one Mr. Mangare, who stood fourth in Helsinki games, is also not getting anything. Will the hon. Minister give any pension to these Olympians also for having got the fourth position and also give some job to their families?

SHRI MUKUL WASNIK: As far as Mrs. K.D. Jadhav is concerned, we have already sanctioned monthly pension of Rs. 1,500. We are giving this monthly pension to Mrs. Jadhav since October 1992 and it will continue.

As far as job is concerned, I will not be able to say anything.

MR. SPEAKER: Now the Question Hour is over.

**WRITTEN ANSWERS TO  
QUESTIONS**

[English]

**Consumer Organisations**

\*405. PROF. UMAREDDY VENKATESWARLU: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) whether the Government assess the legitimacy and strength of consumer rights organisations before involving them in formulation of policy on consumer matters;

(b) if so, the manner by which their membership and registration are scrutinized; and

(c) the procedures presently adopted by the Government to determine the strength and legitimacy of consumer organisations?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI A.K. ANTONY): (a) to (c). In formulation of policies on consumer matters, the Ministry takes the views/recommendations of the Central Consumer Protection Council into consideration. A number of consumer organisations are represented on this Council from different parts of the country. The basic criteria for nominating consumer organisations on the Council is that they should have experience in the field of consumer protection.

**National Perspective Plan for  
Women**

\*406. SHRIMATI DIPIKA H. TOPIWALA: Will the Minister of HUMAN

RESOURCE DEVELOPMENT be pleased to state :

(a) whether all the State Governments have been asked to implement the recommendations made in the National Perspective Plan for Women; and

(b) if so, the response of the State Governments and the extent to which these recommendations have been implemented in each State?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) Yes, Sir.

(b) The Core Group set up in January, 1987 under the Chairmanship of the then Minister of State for Women and Child Development drafted the National Perspective Plan for Women 1988-2000 A.D. The Core Group presented the National Perspective Plan for Women to the Department on 9th October, 1988. The National Perspective Plan is a long term overall guiding policy document for the holistic development of the Indian women guided by the Constitutional provisions, Principles and Directives relevant to the developmental process. The Plan aims at the overall development and integration of women into the mainstream of the economy ensuring equity and social justice for all women. The National Perspective Plan contains 353 recommendations dealing with rural development, agriculture, employment and training, supportive services, fuel fodder water, creche/day care centre, housing, education, health and family welfare, legislation, political participation and the decision making, media and communication and voluntary action. Some of these recommendations have long term and short term policy and

financial implications while some other recommendations deal with legislative issues. The implementation of these recommendations is a continuing process to bring women into the mainstream of national life. The Status of implementation of major recommendations of the National Perspective Plan for Women by State Governments and Union Territory Administrations is given below:

#### *Institutional Development*

- (i) Separate Departments for Women and Child Development have already been set up in the States of Andhra Pradesh, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh.
- (ii) Women Development Corporations have been set up in the States of Andhra Pradesh, Bihar, Gujarat, Haryana, Himachal Pradesh, Jammu and Kashmir, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Punjab, Tamil Nadu, West Bengal, Uttar Pradesh and Chandigarh to provide opportunities for employment of women and to develop women entrepreneurship.
- (iii) State Commission for women on the lines of the National Commission for Women have been set up in the States of Assam, Maharashtra, Orissa, Punjab, Tamil Nadu, Tripura, West Bengal, Delhi and Punjab.

#### *Political Empowerment*

- (iv) As per the 73rd Amendment, one third of all elected seats and

1/3 of all posts of Chairpersons of the Committees in all the local bodies have been reserved for women.

- (v) The recommendation to issue joint pattas for lease of wasteland, ceiling, surplus land is being implemented.
- (vi) The reservation for women under Integrated Rural Development Programme has been increased from 30% to 40% w.e.f. 1 April, 1992.
- (vii) Non-Governmental Organisations are being actively involved in the Women Development Programmes such as Working Women's Hostel's, Short Stay Homes, Rehabilitation of Destitute Women, running of creches, promoting income generation projects such as Support to Training and Employment Programme for Women (STEP), Employment and Income Generating Production Units (NORAD), Rashtriya Mahila Kosh, etc.
- (viii) 'Crime against women' Cells have been set up in the States of Andhra Pradesh, Punjab, Orissa, Rajasthan, Tamil Nadu, Uttar Pradesh, Himachal Pradesh, Karnataka, Madhya Pradesh, Delhi and in the Union Territories of Pondicherry and Chandigarh.

#### **Scarcity Hit Areas**

\*407 SHRI PRAKASH V. PATIL:  
Will the Minister of AGRICULTURE be pleased to state:

(a) the areas which have been declared scarcity hit this year, State-wise;

(b) the amount of Central assistance sought by each State for carrying out relief work in those areas; and

(c) the response of the Union Government thereto?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (c). According to reports received from the State Governments, the details of areas declared as drought affected during the current year are given below :

(a) Andhra Pradesh	—	Parts of 12 districts
(b) Gujarat	—	2562 villages in 5 districts
(c) Maharashtra	—	2367 villages in 13 districts
(d) Rajasthan	—	22586 villages in 25 districts

The *Statement* of affected districts is enclosed.

In the scheme of financing relief expenditure, a Natural Calamity Relief Fund (CRF) is provided to each State Government with 75% contribution from Government of India. Expenditure on account of relief due to natural calamities including drought are to be met by the State from out of the CRF. The State

Governments have not therefore requested for any assistance. However, a request was received from the Government of Gujarat for generous assistance to manage the drought situation and in response the second and third instalments of Central share of CRF for the year 1994-95 amounting to Rs. 31.875 crores were released to Government of Gujarat in advance in the month of June, 1994.

### STATEMENT

#### *List of districts declared as drought affected*

1. Andhra Pradesh :	1. Srikakulam
	2. Vizianagaram
	3. Visakhapatnam
	4. East Godavari
	5. West Godavari
	6. Karimnagar
	7. Nalgonda
	8. Anantpur
	9. Mahaboobnagar
	10. Medak
	11. Ranga Reddy
	12. Krishna
2. Gujarat:	1. Kutch
	2. Jamnagar
	3. Junagadh



2. Gujarat:
3. Maharashtra:
4. Rajasthan:
4. Rajkot
5. Bhavnagar
1. Pune
2. Sangli
3. Satara
4. Nashik
5. Dhule
6. Jalgoan
7. Ahmednagar
8. Beed
9. Osmanabad
10. Latur
11. Buldana
12. Bhandara
13. Aurangabad
1. Ajmer
2. Alwar
3. Banswara
4. Barmer
5. Bhilwara
6. Bikaner
7. Bundi
8. Chittorgarh
9. Churu
10. Dausa
11. Dholpur
12. Dungarpur
13. Ganganagar
14. Jaipur
15. Jaisalmer
16. Jalore
17. Jhunjhunu
18. Jodhpur
19. Nagaur
20. Pali
21. Rajsamand
22. Sirohi
23. Sawai Madhopur
24. Tonk
25. Udaipur
-

[*Translation*]

### **Pollution Control Boards**

\*408 SHRI ASHT BHUJA  
PRASAD SHUKLA:  
SHRI SATYA DEO SINGH:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Pollution Control Boards have demanded more facilities;

(b) if so, the details thereof; and

(c) the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI SANTOSH MOHAN DEV): (a) The Central Pollution Control Board has prepared an Approach Paper titled "Towards Strengthening of Pollution Control Machinery". The Board has constituted a Sub-Group consisting of Chairman/Member Secretaries of Punjab, Andhra Pradesh, Bihar and Madhya Pradesh Pollution Control Boards to look into details regarding the possibility of financial back-up, infrastructural and organisational restructuring for dealing with various aspects of environmental pollution in an integrated manner and the financial assistance required.

(b) The Approach Paper focuses on designation of the State Pollution Control Boards as Environmental Protection Authorities/Boards as these Environmental Protection Authorities/Boards could address themselves more effectively to the following tasks.

(1) Evolving standards for the environmental quality including soil, water (surface and ground water) and air;

(2) Evolving standards for emissions or discharges of environmental pollutants from various sources whatsoever;

(3) Commissioning research and sponsoring studies for development of methodologies/technologies relating to environmental protection and improvement;

(4) Bringing out statistical data and reports on status and trends in the environmental quality with reference to soil, water and air;

(5) Classifying and zoning of areas based on environmental criteria;

(6) Identifying areas for restriction of polluting activities and for allowing certain activities with such safeguards as may be necessary;

(7) Technical inputs and data generation for environmental impact assessment of industrial and other projects;

(8) Preparing manuals, codes or guidelines relating to control of pollution and improvement in environmental quality;

(9) Enforcing the rules on Hazardous substances as notified under the Environment (Protection) Act;

(10) Technical assistance to industries for conducting environmental audits and evaluation of environmental statements;

(11) Setting up of data base and information system on cleaner technologies and for resource conservation, waste utilisation and recycling;

- (12) Establishing a monitoring network to assess the status and trends in the quality of soil, water and air from environmental angle alongwith monitoring to ascertain the impact of hazardous waste disposal, phase out of ozone depleting substances (ODS), and cleaning up operations such as Ganga Action Plan (GAP), National River Action Plan (NRAP) and National Lake Conservation Plan (NLCP);
- (13) Providing technical support for preparation of action plans monitoring the implementation of action plans for abatement of pollution and improvement of environmental quality in critical/sensitive areas; and
- (14) Training of personnel at various levels and mass awareness activities.

The Approach Paper has also recommended strengthening of the Pollution Control Boards interms of technical services, planning, training, Research and Development and funding of the Boards by introducing Cess for Environment Protection.

(c) The Sub-Committee which has been constituted for finalising the Approach Paper is scheduled to meet on 24-25th August, 1994. The Committee is expected to prepare the report within a month after this, which would then be

submitted to the Government for its decisions.

#### **Loss to F.C.I.**

\*409 SHRI GUMAN MAL  
LODHA:  
SHRI NITISH KUMAR:

Will the Minister of FOOD be pleased to state:

(a) whether the loss suffered by the Food Corporation of India on transportation and storage of foodgrains during 1992-93 and 1993-94 has been in excess of the norms fixed by the Bureau of Industrial Costs and Prices;

(b) if so, the details thereof;

(c) whether the various types of expenditure incurred annually by the Corporation on rice and wheat have been increasing;

(d) if so, the reasons therefor; and

(e) the amount of extra expenditure other than the original cost spent per quintal on rice and wheat during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI) (a) Yes, Sir, it is correct in case of year 1992-93. The accounts for 1993-94 are under compilation.

(b) The The details of transit and storage shortages during 1992-93 vis-a-vis the BICP norms are indicated below:—

#### **SHORTAGES**

As per the norms		As per the actuals	
Lakh Tonnes	Rs. Crores	Lakh Tonnes	Rs. Crores
2.14	94.83	5.02	223.33

(c) to (e). Two types of operations done by the Food Corporations of India are procurement and distribution. The procurement cost includes the cost of foodgrains, procurement incidentals. The distribution cost of foodgrains includes the distribution expenses and buffer

carrying cost. The procurement incidentals incurred on wheat and paddy/rice during 1991-92 to 1993-94, which include mandi levies, gunny charges, mandi labour, transportation and payment to other agencies involved in procurement, are as under:—

(Rs. per quintal)

	Wheat			Paddy/Rice		
	1991-92	1992-93	1993-94 (RE)	1991-92	1992-93	1993-94(RE)
Total Expenditure	68.95	73.05	75.02	32.69	31.53	36.47
Percentage increase over earlier years	7.2%	5.9%	2.7%	3% decrease		15.5%

Most of the above expenditure is either obligatory or unavoidable. Expenditure on labour and transport are controlled through competitive tenders.

So far as distribution and carrying cost of buffer stocks are concerned, the

elements of expenditure include freight, interest charges, bag handling, storage charges, administrative expenditure and shortages. The details of expenditure incurred on this account during the last 3 years are as under:—

(Rs. per quintal)

	1991-92		1992-93		1993-94(RE)	
	Distribution Cost	Buffer carrying Cost	Distribution Cost	Buffer carrying Cost	Distribution Cost	Buffer carrying Cost
Total expenditure	91.90	77.55	120.02	103.65	111.57	99.13

Broad reasons for increase in various elements of expenses are enumerated below :—

- (i) There has been increase in transportation charges during 1993-94 over the earlier year due to 54% hike in rail tariff;
- (ii) There has been some substantial increase in the interest charges

on buffer stocks in 1993-94 as the buffer stock has increased from 43.49 lakh tonnes in 1992-93 to 115.50 lakh tonnes in 1993-94. The increase in the interest during 1992-93 over 1991-92 was due to increase in the rate of bank interest;

- (iii) The capacity utilisation during 1992-93 came down to 53% as

compared to 58% in 1991-92 resulting in increase of storage cost;

- (iv) There has been increase in the administrative charges due to payment of arrears to the staff on implementation of wage revision;
- (v) Above all, general increase in expenses is due to impact of price inflation.

[English]

#### **Agreement with USA**

\*410. SHRI SARAT PATTANAYAK:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) whether a Joint Statement of Intent was signed with the United States of America recently for cooperation in environment sector; and
- (b) if so, the salient features thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). During the recent visit of Ms. Hazel O'Leary, US Secretary for Energy to India, a Joint Statement of Intent for cooperation between India and the United States of America in the field of Environment Enhancing Energy Technologies was signed. A *Statement* giving a copy of the Joint Statement of Intent is attached.

#### **STATEMENT**

*Joint Statement of intent between the Ministry of Environment and Forests of the Republic of India and the Department of Energy of the United States of America*

WHEREAS, the Ministry of Environment and Forests of the Republic of India and the Department of Energy of the United States of America (DOE), hereinafter referred to as the Participants, have a mutual interest in working together and consulting to facilitate planning, development and implementation of energy technology cooperation projects in India that result in improved environmental attributes, reduction in net emissions of greenhouse gases, and improved production technology, and in pursuing collaboration between their two countries in this area.

WHEREAS, the Participants recognize that enhancing mutual environmental protection, particularly controlling greenhouse gas emissions to limit potential adverse climate change impacts, requires a global solution, to which both our countries have opportunities to make significant but differential contributions.

WHEREAS, the Participants recognize that many methods and technologies that limit greenhouse gas emissions contribute also to economic development and the control of local and regional environmental problems, and that cost-effective, world-wide greenhouse gas emissions reductions may be achieved by encouraging such reductions where responsive solutions are available at least cost with possible financial and technical assistance from individuals and organizations.

WHEREAS, the Participants recognize that the framework Convention on Climate Change, Agenda 21, and other international agreements, to which both our countries are signatories, encourage countries to implement cooperative, mutually voluntary projects, particularly technology cooperation projects as an important means to accelerate progress along a sustainable development path and maintain strong and sustainable economic growth.

WHEREAS, the Participants recognise that implementation of environment-enhancing energy activities will be pursuant to the agreement between the Government of the Republic of India and the Government of the United States of America on Cooperation in Science and Technology, to be agreed between India and the United States.

WHEREAS, the Participants will mutually benefit from collaboration in the deployment and use of environment enhancing and greenhouse gas emission reduction technologies.

(1) THE PARTICIPANTS declare their intention to cooperate in a manner which will facilitate bilateral activities and market deployment of environment enhancing energy technologies, particularly greenhouse gas-reducing technologies. These intended bilateral activities, to be carried out under a Memorandum of Understanding may include, but are not to be limited to :

- (a) Consultations by senior programme officials to permit planning of bilateral projects and to facilitate agreement by participating organizations on the opportunities for and solutions to the barriers to development of cooperative activities, including

integrated resource planning, to promote sustainable development;

- (b) Bilateral technical evaluation of projects that are likely to meet the criteria for projects selection being developed by the Conference of the Parties of the United Nations Framework Convention on Climate Change, including development of a model statement of acceptance by India for technology cooperation projects;
- (c) Exchange of publicly available technical and economic data, including data on cost-effective greenhouse gas emission reduction, improved energy efficiency, and commercial energy technological options, that enhance the environment and contribute to achieving sustainable development;
- (d) Bilateral development of information systems, including application of telecommunications, computer systems and support systems such as internet, to foster new technology cooperation initiatives and to support information requirements on energy technology cooperative projects;
- (e) Bilateral support of other potential and existing technology cooperative and technology transfer projects beneficial to both our countries' non-government and commercial interests; and
- (f) Training and internship programme support for personnel in related energy technologies to strengthen related human resources and institutional infrastructure and

facilitate bilateral government/industry activities.

(2) THE PARTICIPANTS declare their intention that a Memorandum of Understanding to implement this Joint Statement of Intent will provide that all costs resulting from this cooperation shall be borne as mutually agreed.

(3) THE MOU to implement this Joint Statement will not take effect until after the conclusion of an Agreement between the Government of the Republic of India and the Government of the United States of America on cooperation in Science and Technology.

Signed in duplicate at New Delhi, this 13th day of July, 1994.

Sd/-  
(KAMAL NATH)  
For the Ministry  
of Environment  
and Forests of  
the Republic of  
India.

Sd/-  
(HAZEL O'LEARY)  
For the Depart-  
ment of Energy  
of the United  
State of America.

[*Translation*]

### Fertilizers

\*411. SHRI RAJESH KUMAR:  
SHRIMATI SHEELA  
GAUTAM:

Will the Minister of AGRICULTURE be pleased to state:

(a) the estimated demand of fertilizers during the current financial year and the quantity likely to be supplied to each State;

(b) whether there is any possibility of shortfall in the supply of fertilizers in comparison to its demand in the country during the current financial year; and

(c) if so, the concrete steps proposed to be taken to bridge the gap between demand and supply of fertilizers?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) Since the decontrol of phosphatic and potassic fertilisers with effect from 25-8-1992, the requirement of Nitrogenous fertilisers only is assessed in the Fertilizer Zonal Conference for each State/Union Territory (UT) in advance of each crop season namely Kharif (April – September) and Rabi (October – March) and allocation is made. However, information on the potential requirement of phosphatic and potassic fertilisers is also obtained from the State Govts./UT Admns. in advance of each crop season. *Statement-I* indicating the State-wise assessed requirement of urea, Ammonium Sulphate, Ammonium Chloride and Calcium Ammonium Nitrate and *Statement-II* indicating potential requirement of phosphatic and potassic fertilisers as reported by States, for Kharif 94 season are enclosed. The requirement for Rabi 1994-95 season will be assessed in the next Fertiliser Zonal Conference proposed to be held during 24th to 27th August, 1994. Allocation will be made only for urea since it is the only fertiliser under price/movement control w.e.f. 10-6-94.

(b) and (c). The availability of fertilisers, particularly Urea which is under price and movement control is, by and large, satisfactory except in certain pockets of Maharashtra, Karnataka, Manipur and Gujarat. Arrangements have been made to augment supplies from the indigenous sources and imports to meet the timely demand of the farmers in these States. The availability of phosphatic and potassic fertilisers in the country is satisfactory and we have not received any report of shortage of these fertilisers.

**STATEMENT - I***Assessed Requirement of Controlled Fertilizers for Kharif 94**(In '000 Tonnes)*

STATE	UREA	AMM CH	AMM SUL	CAN	N
Andhra Pradesh	825.00	10.00	67.00	66.00	412.30
Karnataka	395.39	5.00	25.00	25.00	194.53
Kerala	70.00	0.41	18.50	—	36.11
Tamil Nadu	240.00	19.00	24.00	4.50	121.22
Pondicherry	7.86	0.89	0.99	—	4.04
Andaman & N.I.LS	0.50	—	—	—	0.23
<b>SZ Total</b>	<b>1538.75</b>	<b>35.30</b>	<b>135.49</b>	<b>95.50</b>	<b>768.43</b>
Gujarat	380.00	—	90.00	44.00	204.34
Madhya Pradesh	584.00	—	15.00	2.50	272.36
Maharashtra	950.00	2.00	27.00	20.00	448.06
Rajasthan	330.00	—	3.00	8.00	154.42
Goa	3.10	—	—	—	1.43
Daman & Diu	0.20	—	0.05	—	0.10
Dadar & Nagar H.	1.20	—	0.16	—	0.58
<b>WZ Total</b>	<b>2248.50</b>	<b>2.00</b>	<b>135.21</b>	<b>74.50</b>	<b>1081.29</b>
Haryana	470.00	—	—	12.00	219.20
Punjab	875.00	28.00	4.50	46.00	421.93
Uttar Pradesh	1625.00	5.00	10.00	26.00	757.31
Himachal Pradesh	25.00	—	0.10	28.00	18.57
Jammu & Kashmir	56.00	—	—	—	25.76
Delhi	8.00	0.30	0.30	0.40	3.92
Chandigarh	0.30	—	—	0.10	0.16
<b>NZ Total</b>	<b>3059.30</b>	<b>33.30</b>	<b>14.90</b>	<b>112.50</b>	<b>1446.80</b>
Bihar	520.00	—	10.00	25.00	247.51
Orissa	200.00	—	10.00	30.00	101.56
West Bengal	320.00	3.00	10.00	20.00	155.01
<b>EZ Total</b>	<b>1040.00</b>	<b>3.00</b>	<b>30.00</b>	<b>75.00</b>	<b>504.08</b>



STATE	UREA	AMM CH	AMM SUL	CAN	N
Assam	23.16	—	—	—	10.65
Tripura	7.57	—	—	—	3.48
Manipur	18.00	—	—	—	8.28
Meghalaya	2.20	—	—	—	1.01
Nagaland	0.30	—	—	—	0.14
Arunachal Pradesh	0.23	—	—	—	0.11
Sikkim	1.00	—	—	—	0.46
Mizoram	0.40	—	—	—	0.18
Tea Board(NE)	35.00	—	—	—	16.10
NE Total	87.86				40.41
All India	7974.41	73.60	315.60	357.50	3841.01

## STATEMENT - II

*Potential Demand of Phosphatic and Potassic Fertilisers Kharif 94**(in '000 tonnes)*  
*N, P, K, of Decontrolled Fertilizers*

State	DAP	SSP	RCK	10:26:	12:32:	14:35:	15:15:	16:20:	17:17:	19:19:	20:20:	23:23:	28:28:	MOP	SOP	N	P	K	N+P+K	
			26	16	14	15	15	0	17	19	0	0	0							
Andhra Pradesh	319.60	140.00	—	12.00	—	5.00	15.00	12.00	100.00	6.00	170.00	4.00	100.00	66.32	4.00	144.66	260.00	66.00	66.00	470.66
Karnataka	180.00	40.00	16.56	15.00	8.00	—	35.00	40.00	98.00	30.00	48.00	5.00	—	76.18	3.00	79.62	145.00	80.00	80.00	304.62
Kerala	0.80	2.15	27.00	3.00	—	—	2.40	0.15	8.00	—	44.10	—	—	68.36	—	11.01	16.92	43.52	43.52	71.45
Tamil Nadu	80.00	53.00	8.00	20.00	—	—	11.00	21.00	100.00	—	—	—	—	170.00	—	38.41	74.77	125.85	239.03	
Pondicherry	1.50	0.70	0.50	0.20	—	—	—	0.50	2.00	—	1.20	—	—	2.50	—	0.95	1.62	1.89	1.89	4.46
Andaman & N.I.L.S.	0.11	0.02	0.12	—	—	—	—	—	—	—	—	—	—	0.28	—	0.02	0.08	0.17	0.17	0.27
<b>SZ Total</b>	<b>582.01</b>	<b>235.87</b>	<b>52.18</b>	<b>50.20</b>	<b>8.00</b>	<b>5.00</b>	<b>63.40</b>	<b>73.65</b>	<b>308.00</b>	<b>36.00</b>	<b>263.30</b>	<b>9.00</b>	<b>100.00</b>	<b>383.64</b>	<b>7.00</b>	<b>274.67</b>	<b>498.39</b>	<b>317.43</b>	<b>1090.49</b>	
Gujarat	165.00	37.00	—	—	30.00	—	4.00	—	—	—	40.00	—	—	32.00	—	41.90	100.02	5.40	5.40	147.32
Madhya Pradesh	175.00	250.00	—	—	40.00	—	7.00	2.50	—	—	25.00	1.00	12.00	10.00	—	46.34	143.44	26.65	26.65	216.43
Maharashtra	150.00	250.00	—	70.00	10.00	—	115.00	—	—	40.00	160.00	50.00	—	90.00	4.00	103.55	198.75	52.65	52.65	354.95
Rajasthan	160.00	40.00	—	—	10.00	—	5.00	—	—	—	20.00	—	—	2.00	—	34.75	87.95	56.35	56.35	179.05
Goa	0.58	—	0.40	0.50	—	—	0.40	—	—	3.00	1.40	—	—	0.50	—	1.06	1.38	1.98	1.98	4.40

State	DAP	SSP	RCK	10:26:	12:32:	14:35:	15:15:	16:20:	17:17:	19:19:	20:20:	23:23:	28:28:	MOP	SOP	N	P	K	N+P+K
Daman & Diu	0.07	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.03	0.30	0.34
Dadar & Nagar H.	1.10	—	—	—	—	—	—	—	—	—	—	—	—	0.15	—	0.20	0.51	0.09	0.80
<b>WZ Total</b>	<b>651.75</b>	<b>577.00</b>	<b>0.40</b>	<b>70.50</b>	<b>90.00</b>	<b>131.40</b>	<b>2.50</b>	<b>43.00</b>	<b>246.40</b>	<b>51.00</b>	<b>12.00</b>	<b>134.85</b>	<b>4.00</b>	<b>227.81</b>	<b>532.08</b>	<b>143.40</b>	<b>903.29</b>		
Haryana	110.00	20.00	—	1.00	—	—	—	—	20.00	—	—	10.00	—	23.92	58.12	6.16	88.20		
Punjab	100.00	138.00	—	6.00	—	—	—	—	15.00	—	—	8.40	—	21.72	73.00	6.00	100.72		
Uttar Pradesh	175.00	200.60	—	50.00	—	15.00	—	—	45.00	—	—	50.00	—	48.75	139.85	40.25	228.85		
Himachal Pradesh	1.00	—	—	2.50	—	0.90	—	—	—	—	—	0.10	—	0.62	1.40	0.60	2.62		
Jammu & Kashmir	15.00	—	—	—	—	—	—	—	—	—	—	1.70	—	2.70	6.90	1.02	10.62		
Delhi	2.00	0.10	—	—	—	—	—	—	—	—	—	0.05	—	0.36	0.94	0.03	1.33		
Chandigarh	0.08	0.20	—	—	—	—	—	—	—	—	—	0.01	—	0.01	0.07	0.01	0.09		
<b>NZ Total</b>	<b>403.08</b>	<b>358.90</b>	<b>59.50</b>	<b>15.90</b>	<b>80.00</b>	<b>70.26</b>	<b>98.08</b>	<b>280.28</b>	<b>54.07</b>	<b>432.43</b>									
Bihar	75.00	75.00	—	15.00	—	5.00	—	5.00	—	10.00	—	4.00	25.00	—	20.02	56.02	19.00	95.04	
Orissa	34.00	35.00	—	10.00	—	5.00	2.00	—	3.00	—	—	44.00	35.00	—	21.11	37.91	24.35	83.37	
West Bengal	100.00	135.00	—	50.00	—	30.00	—	—	15.00	—	—	20.00	54.17	—	36.10	93.70	50.00	179.80	
<b>EZ Total</b>	<b>209.00</b>	<b>245.00</b>	<b>60.00</b>	<b>15.00</b>	<b>40.00</b>	<b>2.00</b>	<b>5.00</b>	<b>28.00</b>	<b>68.00</b>	<b>114.17</b>	<b>77.23</b>	<b>187.63</b>	<b>93.35</b>	<b>358.21</b>					
Assam	5.06	8.30	0.50	—	—	—	—	—	—	—	—	5.46	—	0.91	3.75	3.28	7.94		
Tripura	1.53	5.55	1.20	—	—	1.00	—	—	—	—	—	2.41	—	0.43	1.96	1.60	3.99		
Manipur	6.00	4.00	—	—	—	—	—	—	—	—	—	1.00	—	1.08	3.40	0.60	5.08		



**Livestock Development Project**

\*412. SHRI CHINMAYANAND SWAMI: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of livestock development project launched with foreign assistance during the last three years, State-wise;

(b) whether the Government have accorded approval to some new livestock development projects to be launched with

the World Bank and other foreign assistance;

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

(d) the amount of assistance involved in each case?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (d). The details of livestock development projects/ studies launched with foreign assistance during the years 1991-92, 1992-93, 1993-94 and 1994-95 are given in the *Statement* attached.

## STATEMENT

*Details of Livestock Development Projects/Studies Launched with Foreign Assistance during the years 1991-92, 1992-93, 1993-94 and 1994-95.*

Sl. No.	State	Project/Study	Assisting Agency	Year in which launched	Duration of the Project/ Study (in years)	Quantum of assistance (Rs. in crores)
1.	Orissa	Integrated Livestock Development Project	Danish International Development Assistance	1992-93	5	9.69
2.	Rajasthan	Agricultural Development Project (Animal Husbandry component)	The World Bank	1992-93	5	33.70 *
3.	Sikkim	Indo Swiss Project for Animal Husbandry Development (Pre-phase)	Swiss Development Cooperation	1993-94	1-1/2	0.50
4.	Tamil Nadu	Agricultural Development Project (Livestock Component)	The World Bank	1991-92	7	42.00 *
5.	All India	(a) Strengthening of Veterinary Services for livestock disease control. (b) Livestock Development Project Studies (c) Studies in Livestock Policy Perspective	The Commission of the European Communities Japan Swiss Development Cooperation	1992-93 1993-94 1994-95	6 2(Approx) 1-1/2	153.40 1.97 0.78

\* assistance for the livestock component..

[English]

### Convention on Desertification

\*413. SHRI BOLLA BULLI  
RAMAIAH:  
SHRI D. VENKATESWARA  
RAO:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether all those countries who signed the Biodiversity Convention at the Rio Earth Summit in 1992 are expected to sign Convention on Desertification also;

(b) if so, the details thereof;

(c) whether India comes under the definition of desertification since forty per cent of the country's land area is affected by soil degradation bordering on desertification;

(d) if so, the details thereof; and

(e) the benefits likely to be desired by India from the said convention?

THE MINISTER OF STATE OF THE MINISTER OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). No, Sir, the objectives of the two conventions are different, but many countries may be signing both the conventions.

(c) and (d). The final draft Convention to Combat Desertification is a document with four Regional Annexures. The text describes, *inter-alia*, the objectives, the approach, the actions proposed, and the obligations of the

various parties common to all country parties. The four Regional Annexes are for Africa, Asia, Latin America and the Carribean and the Northern Mediterranean countries.

India qualifies as an 'affected country' with areas affected or threatened by desertification, as per the definition adopted in the draft text.

(e) The Draft Convention has provisions for co-ordination and co-operation in efforts to combat desertification, research, transfer of technology, capacity building, creating awareness and for mobilisation of funds for such activities. These are expected to benefit India in its efforts at combating desertification.

[Translation]

### Privatisation of Railway Stations

\*414. SHRI RAM TAHAL  
CHOUDHURY:  
SHRI AJOY MUKHO-  
PADHYAY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations privatised totally or partially so far;

(b) the annual profit being earned by the Government as a result thereof;

(c) whether the Government are contemplating total or partial privatisation of some more railway stations, if so, the details thereof; and

(d) the powers retained by the Government under this system?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). With the objective of better beautification/maintenance and increasing revenue from commercial advertisements, Zonal Railways have entered into contract for maintenance/beautification at 10 stations. The increase in earnings from the commercial advertisements is approximately Rs. 26.23 lakhs per annum. Besides a saving of approximately Rs. 12.22 lakhs is expected in expenditure on maintenance. More stations are being identified for beautification/maintenance by the Zonal Railways. The station working continues to be with the railway administration and the contractor is given only the sole rights for displaying commercial advertisements as per the terms and conditions laid down by the Railway Administration. The Railways retain powers to terminate the contract if contractor violates the terms and conditions of the agreement.

[English]

#### **Horticultural/Agricultural Products**

\*415. SHRI SOBHANADREES-  
WARA RAO VADDE:  
SHRI MANJAY LAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) the steps being taken by the Government to promote export of agricultural/horticultural products;

(b) whether the Government propose to provide any special facility for the export of perishable agricultural/horticultural products such as fruits, flowers and vegetables etc;

(c) if so, the details thereof;

(d) whether subsidy being provided for four hectares of land per farmer has been limited to one hectare of land per farmer;

(e) if so, the reasons therefor; and

(f) whether the Government will review the matter and revive the earlier limit?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (c). Government attaches special importance to the growth of exports of agricultural/horticultural products. Steps like introduction of the unified exchange rate, liberalisation made in EXIM Policy 1992-97, lowering of import duties on certain inputs and materials required by the agricultural, sector, extension of the benefits available to units under the scheme of Export Oriented Units (EOUs)/ Export Processing Zones (EPZs), allowing the exporters of agricultural commodities to sell upto 50% of their produce in the domestic tariff area, introduction of a subsidy on air-freight on agricultural products on experimental basis during 1993-94 etc. are intended to improve and enlarge exports of agricultural/horticultural products.

(d) and (e). Under the Scheme "Subsidy on drip irrigation", the upper area limit has been reduced from four hectares to one hectare per beneficiary with effect from the year 1993-94 with a view to maximise the number of beneficiaries.

(f) The matter is under review.



**State Pollution Control Boards**

\*416. SHRI SULTAN  
SALAHUDDIN OWAIISI:  
SHRI PARAS RAM  
BHARDWAJ:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether a meeting of the chiefs of the State Pollution Control Boards was held recently;

(b) if so, the issues discussed and decisions taken at the meeting;

(c) the fresh initiatives proposed to tackle the problem of pollution control, especially industrial pollution;

(d) whether there is a proposal to strengthen the State Pollution Control Boards and other State level organisations; and

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

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir, The 39th meeting of the Chairmen and Member Secretaries of State Pollution Control Boards and Pollution Control Committees of Union Territories was held in New Delhi on August 2-3, 1994.

(b) to (e). A *Statement* is enclosed.

**STATEMENT**

(b) The main issues discussed in the meeting were as follows:

(1) Status of pollution control in the identified 17 categories of highly polluting industries;

- (2) Action plan of State Boards 1994-95;
- (3) Implementation of action plan for problem areas for restoration of environmental quality;
- (4) Draft guidelines for utilisation of water cess;
- (5) Disposal of public complaints and submission of status of public complaints quarterly;
- (6) Inclusion of more categories of industries in schedule I of the Water (Prevention and Control of Pollution) Cess Act, 1977;
- (7) Action plan for control of pollution of coastal and off-shore water in India;
- (8) Implementation of national ambient air quality standards;
- (9) Review of national ambient air quality monitoring stations;
- (10) Guidelines for preparation of atlas for environmentally sound siting of industries;
- (11) National inventory on water and air polluting industries;
- (12) Upgradation/establishment of laboratories of Pollution Control Boards/Committees;
- (13) An Approach Paper titled "Towards Strengthening of Pollution Control Machinery" was also discussed in the meeting.

**Decisions taken:**

Decisions taken with regard to the issues discussed in the meeting were as follows:

- (1) Since the Central Pollution Control Board (CPCB) is Preparing the status of pollution control compliance as on June 30, 1994 in the identified 17 categories of highly polluting industries for submission to the Government, it was decided that the State Pollution Control Boards (SPCBs) who have not yet submitted the necessary information must submit the same immediately;
  - (2) Some of the SPCBs have prepared and submitted to CPCB the Action Plans for 1994-95. It was decided that the CPCB should compile the Annual Action Plans of all the SPCBs to prepare a document for circulation among the SPCBs with a view to exchange information;
  - (3) It was decided that the SPCBs should send their response immediately to the CPCB regarding action points report prepared by the latter for assessing the status of implementation of the Action Plans for problem areas;
  - (4) Regarding the sharing of cess collection, it was decided that the same may be referred for discussion in a meeting of State Environment Ministers to be held shortly;
  - (5) Regarding the disposal by the SPCBs of public complaints
- relating to pollution, it was decided to devise the procedure and manner in which they are to be considered and disposed of;
- (6) In respect of the inclusion of more categories of industries in Schedule I of the Water (Prevention and Control of Pollution) Cess Act, 1977, it was decided to send the recommendations to the Government in respect of some categories of industries for inclusion in Schedule I;
  - (7) The representative of Department of Ocean Development briefed the participants regarding the report on status of marine pollution in coastal and off-shore waters of India and the action plan for control of pollution. It was decided that the participants would take further necessary action in this regard;
  - (8) For implementation of the National Ambient Air Quality standards notified by the CPCB recently, it was suggested to increase the frequency of monitoring. However, it was decided that the SPCBs would provide their views to the CPCB in this regard;
  - (9) Regarding the Ambient Air Quality Monitoring Stations under the National Ambient Air Quality Monitoring (NAAQM) project, it was reported that presently only 185 out of 290 monitoring stations are in operation. It was decided that the SPCBs should take necessary steps to render functional all the stations immediately;
  - (10) Regarding the guidelines for preparation of Atlas for

environmentally sound siting of industries, the members discussed the subject and decided the following:

- (i) There is need to prepare district-wise zoning Atlas for siting of industries, and uniform procedures, codes and software should be used by the SPCBs;
  - (ii) Each interested State Board should finalise two priority districts for which the work should be taken up and send a proposal to the CPCB along with the requirements of manpower, finance etc.;
  - (iii) SPCBs should send comments/feedback to the CPCB on the draft guidelines circulated to them;
  - (iv) SPCBs should inform the CPCB of names of the persons for training on software and preparation of zoning Atlas.
- (11) The format for inventurisation of water and air polluting industries has been simplified and it was decided that the SPCBs should carry out the inventurisation of all th polluting industries in their respective States;
- (12) In order to have a comprehensive report on the status of laboratories and testing facilities of the Pollution Control Boards/Committees, a questionnaire developed by the CPCB for the purpose of collection

of information was circulated to the SPCBs, and it was decided that they should provide the information to the CPCB at the earliest;

- (13) With a view to strengthening of the Pollution Control machinery, a sub-group has been constituted, and it was decided that it would meet in August, 1994, in Delhi and then submit its recommendations to the CPCB for further action;

(c) In order to take priority action for control of industrial pollution, the Government had earlier identified 17 categories of highly polluting industries in the large and medium sectors. The Government had also issued a gazette notification indicating a time-bound programme to the polluting industries to comply with the prescribed standards.

In respect of small scale industries, the Government had initiated a scheme for setting up of common effluent treatment plants (CETPs) for clusters of small scale units under a World Bank assisted project. Under this scheme, 50% subsidy subject to a maximum of Rs. 1 crore is provided to a CETP from Government of India and the concerned State Governments. Soft loan of 30% is provided from Industrial Development Bank of India (IDBI) and the remaining 20% is to be provided by the promoters.

Under the same World Bank project, soft loans from IDBI and Industrial Credit and Investment Corporation of India (ICICI) are also provided to large and medium scale industries for setting up pollution control facilities.

Under a scheme for adoption of clean technologies in small scale industries, steps have been initiated for waste minimisation through setting up of waste minimisation circles.

A proposal for setting up a National Clearing Centre for Clean Technologies has been approved for financial assistance in the World Bank Pollution Prevention Project Phase II.

The Government have launched a scheme in 1991 on Eco-labelling of environment friendly products to promote environment friendly consumer products. In the first phase of the scheme, 16 categories of consumer products were identified. Final criteria for four categories were notified and so far licence has been granted to one product.

The Government have enhanced the rates for cess under the Water (Prevention and Control of Pollution) Cess Act, 1977, to augment the resources of State Pollution Control Boards and making the cess a deterrent for industries making wasteful use of water. Incentives are given in this regard for those industries which comply with environmental norms.

(d) and (e). Under the World Bank assisted industrial pollution control project Phase I and II there is a component for strengthening of Central/regional laboratories of State Pollution Control Boards. Under the World Bank project Phase I, the State Pollution Control Boards of Uttar Pradesh, Maharashtra, Gujarat and Tamil Nadu were taken up and in Phase II Andhra Pradesh, Karnataka, Rajasthan and Madhya Pradesh have been selected. The State-wise allocation of funds under this project are given below:

<i>State</i>	<i>Amount in US \$ (in millions)</i>
Uttar Pradesh	3.0
Maharashtra	3.0
Tamil Nadu	3.0
Gujarat	3.0
Madhya Pradesh	4.8
Rajasthan	4.8
Andhra Pradesh	4.8
Karnataka	4.8

[Translation]

#### **Dairy Development**

\*417. SHRI KASHIRAM RANA:  
DR. ASIM BALA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the achievement made under dairy development programmes during the last three years, State-wise;

(b) whether the Government have reviewed and monitored the schemes launched in this field;

(c) if so, the outcome thereof;

(d) whether the Government propose to adopt some new technology to modernise dairy farming;

(e) if so, the details thereof; and

(f) the details of joint ventures with foreign countries being launched in the field of dairying?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) The achievements made under the National Dairy Development Programmes of the Operation Flood and North Kerala Dairy Project during the last three years, State-wise is given in the *Statement* attached.

(b) and (c). The Government reviews and monitors the schemes launched in this field from time to time and appropriate remedial measures, wherever necessary, are taken on a continuing basis.

(d) and (e). Yes, Sir. In order to modernize dairy farming, new technological and managerial intervention for increasing productivity of milch animals are being taken and the following measures adopted:

- (i) Genetic improvement of important milch breeds through selective breeding and cross breeding of low producing non-descript cattle with Frozen Semen of superior stocks;
- (ii) Progeny Testing Programme which speeds up the process of selection of breeding bulls;
- (iii) Propagation of the latest technology of multiple ovulation

and embryo transfer in cattle and buffaloes;

- (iv) Varietal demonstrations using newly released high yielding varieties of fodder crops as a part of the fodder development programme;
  - (v) Enhancing the utilisation of crop residues through treatment with urea and molasses;
  - (vi) Developing and promoting the use of urea molasses block as a feed supplement for animal feed with crop residues;
  - (vii) Introduction of bypass protein cattle feed;
  - (viii) Setting up a plant to produce good quality vaccines and biologicals being used for preventive vaccination of animals; and
  - (ix) Prescription of standards by the Technology Mission to improve the quality of vaccines.
  - (x) Implementation of Centrally Sponsored Schemes for the extension of Frozen Semen technology.
- (f) Joint ventures in the field of dairying:

Sl No.	Unit	Item of manufacture
1	2	3
1.	Indiana Dairy Specialities Limited, Bangalore	Casein
2.	Vishal Lakto (India) Ltd., New Delhi	Lactose

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1      2

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- |    |   |   |
|----|---|---|
| 3. | Lacto Protein (I) Ltd.,<br>New Delhi            | Lactose                                 |
| 4. | Nestle India Ltd.,<br>New Delhi                 | Dairy whitener;<br>Infant Weaning foods |
| 5. | Dynamix Dairy Industries,<br>Bombay             | Lactose, Casein<br>Humanised-Baby Food. |
| 6. | Cephram Milk Specialities<br>Limited, New Delhi | Casein and<br>Lactose                   |
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## STATEMENT

Achievements made under the National Dairy Development Programmes of Operation Flood and North Kerala Dairy Project during the last three years

State	DCS Organised		Farmer Membership			Procurement ('000 KG/Day)			Marketing ('000 ITR/Day)			Proc. Capacity (TLFD)			
	Mar. 92	Mar. 93	Mar. 94	Mar. 92	Mar. 93	Mar. 94	1991-92	1992-93	1993-94	1991-92	1992-93	1993-94	Mar. 92	Mar. 93	Mar. 94
Gujarat	10337	10631	10819	1665543	1752552	1796244	2774	3101	3231	1117	1078	1208	1985	4185	4455
Maharashtra	4712	4852	5118	889862	985050	1027245	1847	1866	1841	504	520	529	2115	2215	2215
Madhya Pradesh	3926	3892	4031	185325	199717	202064	196	213	262	252	209	208	1000	1000	1030
Goa	138	145	148	12806	13838	14173	16	18	22	39	42	41	30	30	75
Tamil Nadu	7238	7825	7752	1721805	1762611	1840186	1074	1109	1368	421	439	457	1021	1041	1041
Karnataka	5891	6284	6544	1107524	1185852	1238177	907	1095	1181	911	912	982	1090	1100	1410
Andhra Pradesh	4979	5143	5212	606919	645059	675102	797	907	888	606	661	537	1699	1737	1737
Kerala	1487	1620	1702	315950	355588	390655	252	333	378	295	318	383	455	415	445
Punjab	5975	5752	5708	323607	323729	317615	480	665	602	170	187	207	1235	1410	1410
Rajasthan	4849	4780	4829	342112	353911	353901	300	333	372	142	165	169	900	900	900
Uttar Pradesh	8044	7776	8357	401021	437850	449748	445	581	576	307	313	345	780	780	780

Haryana	2002	2189	2170	163361	156386	151839	110	131	120	85	55	54	350	350	350
Himachal Pradesh	175	185	162	14829	15114	14073	15	12	14	19	18	13	20	20	30
Jammu and Kashmir	105	105	97	4350	4350	4350	1	1	1	1	2	1	10	10	10
Bihar	2134	2184	2405	106128	104969	115611	88	105	119	107	106	127	416	416	416
West Bengal	1211	1227	1290	62804	64344	69247	48	95	130	25	23	19	160	160	160
Orissa	790	841	905	50821	55038	60533	40	47	68	67	72	75	100	115	125
Sikkim	104	104	104	4192	4260	4270	5	4	4	4	4	4	15	15	15
Tripura	73	73	74	3991	3991	4070	2	2	3	6	5	4	10	10	10
Assam	118	122	122	2023	2131	2174	4	4	4	10	6	5	60	60	60
Nagaland	22	22	22	672	681	691	2	1	1	2	1	1	0	0	0



*[English]***Aravalli Range**

\*418. SHRI AVTAR SINGH  
BHADANA:  
SHRIMATI VASUNDHARA  
RAJE:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have made any study of the total degraded forest in Aravalli range;

(b) if so, the details thereof;

(c) the schemes being launched by the Government to improve the environment and develop the forest in Aravalli range;

(d) the amount of Central as well as foreign assistance provided during each of the last three years for the purpose;

(e) the achievements made so far; and

(f) the scheme proposed to be launched in the near future?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (f). Information is being collected and will be laid on the Table of the House.

**Multi-State Co-operatives**

\*419. SHRI R. SURENDER REDDY:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to amend the Multi-State Co-operative Societies Act, 1984 to give company status to multi-State Co-operatives;

(b) if so, the details of the structural and other amendments proposed to be made;

(c) the objectives to be achieved thereby;

(d) whether the Government have ascertained the views of the premier cooperatives, experts on cooperatives, Department of Company Affairs and other concerned in this regard; and

(e) if so, the details thereof?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) to (e). Government have received some suggestions for making provisions for conversion of Multi-State Cooperative Societies into Multi-State Cooperative Companies. The suggestions have been made to enable the Multi-State Cooperative Societies to compete at par with other economic enterprises in the liberalised economic environment. All aspects and details of the proposals are being examined in consultation with the concerned Ministries and Departments of Government of India and the related organisations.

**Indian Council of Agricultural Research**

\*420. SHRI SANDIPAN BHAGWAN THORAT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have plans to revamp ICAR on the basis of

a critical review recently undertaken to meet the challenges thrown by GATT;

(b) if so, the details thereof;

(c) whether the Government have called a meeting of Heads of all the Agricultural Universities to identify regional problems hampering agricultural production, if so, the details of measures taken in this regard; and

(d) the main research projects under the Ministry for which international financial and technical cooperation is available and progress made thereunder?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) and (b). The working of the Indian Council of Agricultural Research (ICAR) has been reviewed from time to time and the ICAR is fully geared to meet the challenges of agriculture in the modern world marked by agreement on the World Trade Organisation/GATT. An indicator of the success of ICAR is the contribution of agricultural research and education to the record food grains production and record stocks of food grains with the public agencies.

(c) Through the mechanism of ICAR Regional Committees for eight broad agro-climatic regions, meetings have been held for all the eight regions in which the State Agriculture Ministers, Secretaries to the State Governments, in charge of Agriculture, Horticulture, Animal Husbandry and Fisheries, Vice Chancellors of all Agricultural Universities and Directors of ICAR Institutes in the region have been invited to participate. A number of recommendations have emerged from these high level meetings and a Status Report on the Centre State Coordination in the region has been brought out.

(d) The main Research Projects under the ICAR for which international financial and technical cooperation is available are as under :—

- (i) National Agricultural Research Project (NARP), Phase II with funding from World Bank to the tune of Rs. 135 crores for the VIII Plan.
- (ii) National Seed Project with the assistance from World Bank.
- (iii) 64 Research Projects in the field of Agricultural Research and Educational financed under United States India Fund to the tune of Rs. 11.66 crores.

The National Agricultural Research Project is designed to upgrade and strengthen the regional research capabilities of the State Agricultural Universities (SAUs) for conducting location specific, production oriented research in the 120 agro-climatic zones in the country. The emphasis on strengthening of research during Phase I of NARP was on foodgrains, cereals, pulses and oilseeds under rainfed conditions. During Phase II, the scope of the Project has been widened to cover horticulture and commercial field crops, agro-forestry, animal nutrition and animal drawn farm implements. The National Seed Project has been designed to meet the requirement of Breeder and Foundation Seed Production in the country. The NSP has produced 17,000 qtls of Breeder and Foundation Seed which exceeded the requisition made by various States during 1993-94.

#### **Sports Authority of India**

3950. MAJ. GEN. (RETD.)  
BHUWAN CHANDRA KHANDURI: Will

the Minister of HUMAN RESEARCH DEVELOPMENT be pleased to state:

(a) whether the Sports Authority of India (SAI) had imported equipments over Rs. 33 lakhs for establishing a Dope Control Laboratory;

(b) whether SAI has obtained recognition from International Olympic Committee for this Laboratory and met the norms laid down by it;

(c) if not, the reasons therefor; and

(d) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) to (d). No, Sir. The application for recognition will be submitted after fulfilling the conditions laid down by the International Olympic Committee (IOC) Medical Commission for recognition, such as standardisation of all the drugs and after acquiring all the equipment required. Steps have been already initiated for standardising the drugs and acquiring the required equipment.

### **Plastic Packaging**

3951. SHRI RAJNATH SONKAR SHASTRI:  
SHRI INDRAJIT GUPTA:  
SHRI V. SREENIVASA PRASAD:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the western world has described use of plastic packaging system as not eco-friendly and a lot of exported materials to those countries from India are being returned back to the Country for such reasons;

(b) whether the Government have not taken any step to stop using of plastic bags and packaging system which is not deemed for recycling process and as a result the Country is facing acute problems of their disposals resulting mostly into blocking of under-ground sewage system;

(c) whether in view of various ordinances in the west and EC countries prohibiting the use of plastic packaging, India is likely to take concrete steps in the similar lines to make available eco-friendly packaging system;

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

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Western World has not described use of plastic packaging system as non-eco-friendly. They only emphasise the need to re-use or re-cycle the plastics used in packaging, since discarded plastic containers are non-biodegradable. According to the German Packaging Ordinance, the manufacturers and distributors of packaged commodities irrespective of their origin are required to take back used packages and re-use or re-cycle it. Since it is not economically feasible for the Indian exporters to take back used packages for re-use or re-cycling, they can seek assistance from either their German buyers or third parties in Germany.

(b) to (d). Most plastics including polyester and polyethylene are re-cyclable. Technology is advancing every year in re-cycling system. The Government of India, under the Eco-labelling Scheme has notified the draft criteria for plastic packaging materials to be eligible for the Eco-mark. This is based on the re-cyclability of the plastic material, and will help promote the use of eco-friendly plastics, within the country and for exports. In India, the rag pickers help the process of re-cycling and re-use of plastics which increases the re-cyclability of plastic used within the country. Since the rag pickers collect most plastic materials from the garbage dumps, and because most plastics used in India are re-cyclable, plastics do not generally find their way into the sewage system in large quantity.

(e) Does not arise.

#### **Assistance to Tobacco Farmers**

3952. SHRI RAMCHANDRA VEERAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether his Ministry has taken up the issue of Karnataka tobacco farmers with Health Ministry;

(b) if so, the details thereof;

(c) whether his Ministry has a proposal to formulate a plan to provide financial assistance to tobacco farmers from Karnataka; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Yes, Sir. Ministry of Agriculture have received

several representations from tobacco growers including Karnataka tobacco farmers apprehending adverse impact of proposed legislation being brought by Health Ministry regarding banning advertisement on use of tobacco products. Government takes a balanced view of all interests and concerns while finalising such legislation.

(c) and (d). Ministry of Agriculture is providing assistance for distribution of seed and seedlings to the farmers. Besides this, Tobacco Board is also providing assistance to the Flue Cured Virginia (FCV) tobacco growers including Karnataka State by distribution of quality seeds, training of farmers, supply of coal at barn site for curing tobacco etc.

#### **Use of Fertilizers**

3953. SHRI SANAT KUMAR MANDAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have convened a meeting of the State Agricultural Ministers during the last month to formulate action plan for launching a vigorous campaign educating the farmers in balanced use of both phosphatic and nitrogenous fertilizers;

(b) if so, the broad features thereof;

(c) the other matters discussed at this meeting; and

(d) the follow-up action being taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Recently meetings were held with State Agricultural Ministers and others to review fertilizer supply

position in Kharif 1994, under the chairmanship of MOS (C & F) and Minister (C & F).

(b) and (c). In the meeting, fertilizer availability position was discussed. The Government assured the States on timely supply of fertilizers. During the meeting it was emphasised upon the State Governments to undertake promotion of use of phosphatic and potassic fertilizers while implementing the scheme relating to sale of decontrolled fertilizers.

(d) Government of India monitors fertilizer availability position regularly. The States have also been advised to launch campaigns for promoting balanced use of both phosphatic and nitrogenous fertilizers.

### Pollution Control

3954. SHRI DHARMABHIKSHAM: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the number of units in each of 17 categories of polluting industries which have adopted anti-pollution measures so far, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): State-wise details of the units in the large and medium sectors in the identified 17 categories, which have installed adequate pollution control facilities, as on June 30, 1994, are given below:

S. No.	State	Total No. of units identified in the 17 categories	No. of units which have installed adequate pollution control facilities
1.	Andhra Pradesh	173	107
2.	Assam	15	09
3.	Bihar	62	37
4.	Goa	06	06
5.	Gujarat	177	167
6.	Haryana	43	32
7.	Himachal Pradesh	09	09
8.	Jammu and Kashmir	08	01
9.	Karnataka	85	47
10.	Kerala	28	20
11.	Madhya Pradesh	78	55
12.	Maharashtra	335	293
13.	Meghalaya	01	00
14.	Orissa	23	13
15.	Punjab	45	32
16.	Rajasthan	49	42

S. No.	State	Total No. of units identified in the 17 categories	No. of units which have installed adequate pollution control facilities
17.	Sikkim	01	00
18.	Tamil Nadu	119	109
19.	UT Chandigarh	01	01
20.	UT Delhi	05	02
21.	UT Pondicherry	06	02
22.	Uttar Pradesh	224	127
23.	West Bengal	58	13

[*Translation*]**STATEMENT****Allotment of Stalls on Western Railway**

*Names of stations on Western Railway where catering/vending licences have been allotted out of turn are given below:*

3955. SHRI SATYNARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of railway stations under the Western Railway where catering and various other contracts have been awarded out of turn during 1991-92, 1992-93 1993-94 and 1994-95; and

(b) the total number of such contracts, year-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) A *Statement* of attached.

(b)

Year	No. of licences
1991-92	9
1992-93	24
1993-94	18
1994-95	5

1. Ahmedabad
2. Bawal
3. Agra Fort
4. Alwar
5. Valsad
6. Reengus
7. Bombay Cental
8. Andheri
9. Goregaon
10. Ujjain
11. Santacruz
12. New Bandra Terminus
13. Vasai Raod
14. Jaipur
15. Abu Road
16. Virar
17. Sawaimadhopur
18. Dahisar

19. Marine Lines  
 20. Marwar  
 21. Nallasopara  
 22. Mira Road  
 23. Nagda  
 24. Bandra  
 25. Boisar  
 26. Chittaurgarh  
 27. Sendra  
 28. Vadodara  
 29. Surat  
 30. Bhilad  
 31. Grant Road  
 32. Neemuch  
 33. Lower Parel  
 34. Elphinstone Road

35. Palghar  
 36. Kota

[English]

### Requirement of Rails

3956. SHRI AMAL DATTA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of requirements of Rails of each zonal railway during the last two years and during the current year; and

(b) the orders placed against the requirement and the number of Rails obtained from the different manufacturers alongwith their value?

THE MINISTER OF RAILWAYS  
 (SHRI C.K. JAFFER SHARIEF): (a)  
 Requirement of rails of Zonal Railways:

(in thousand tonnes)

Railway	1992-93	1993-94	1994-95
Central	52	42	36
Eastern	43	37	28
Northern	62	67	40
North Eastern	18	08	15
Northeast Frontier	23	02	04
Southern	54	48	42
South Central	65	86	70
South Eastern	66	56	62
Western	33	33	38
<b>Total</b>	<b>416</b>	<b>379</b>	<b>335</b>

(b) The details of orders placed for 1992-93, 1993-94 and 1994-95 are as under:

Year	Names of Manufacturers M/s.	Quantity in Thousand Tonnes		Value (in crores Rs.)
		Ordered	Obtained	
1992-93	Steel Authority of India Limited	330	330	417.00
	China Metallurgical Import and Export Corporation, Pangang Branch, China	40	40	47.76
	Sydney Steel Corporation, Sydney, Nova Scotia, Canada	46	46	57.26
1993-94	Steel Authority of India Limited	379	379	506.00
1994-95	Steel Authority of India Limited	335	In progress.	

#### Oil content of Groundnut

3957. SHRI RAMA KRISHNA KONATHALA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether new strains have been evolved to increase the oil content of groundnut by Indian Council of Agricultural Research Laboratories; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) The following five new varieties of groundnut have been evolved by Indian Council of Agricultural Research with higher oil content. They are:—

- (i) **RSHY-1** with 49 to 52% of oil was released during 1991 for Orissa and coastal Andhra Pradesh.
- (ii) **GG-3** with 51% oil was released during 1992 for MP and Maharashtra States.
- (iii) **GG-20** with 50.0% of oil content is suitable to grow in Gujarat and was released during 1993.
- (iv) **BA-13** with 49 to 52% of oil was released for growing throughout the country during 1993.
- (v) **DRG-7** with 50.52% of oil has been released for Haryana, Punjab and UP during 1994.

[Translation]

#### Women and Child Development Programme

3958. SHRI TEJSINGHRAO BHONSLE: Will the Minister of HUMAN



RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to launch women and child development programme in all the districts of the country by the end of Eighth Five Year Plan;

(b) if so, the details thereof and the number of districts in Maharashtra selected under this programme;

(c) the time by which these schemes are likely to be implemented in other districts; and

(d) the financial assistance made available for this programme by the Government, UNICEF and the State Government jointly in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): (a) It is proposed to implement the Scheme of Development of Women and Children in Rural Areas (DWCRA) and the Child Survival and Safe Motherhood (CSSM) Programme in all the districts in the country by the end of the 8th Five Year Plan.

(b) and (c). Under the Scheme of DWCRA, 431 districts will be covered till the financial year 1994-95, and the remaining districts will be covered in 1995-96. All the districts in Maharashtra have been covered under the DWCRA Scheme.

Under the CSSM Programme, 225 districts including 18 districts in Maharashtra will be covered till the financial year 1994-95, and the remaining districts will be covered in 1995-96 and 1996-97. The Safe Motherhood

component of the programme is being implemented only in the six high IMR/MMR States of Assam, Bihar, Madhya Pradesh, Rajasthan, Orissa and Uttar Pradesh. However, Nagpur district in the State of Maharashtra has been included as a demonstration district.

In addition to the above mentioned programmes, the ICDS Scheme is being implemented in 3430 blocks covering 65% of the Community Development Blocks of the country and 240 major urban slums. As on June 94, 3657 ICDS Projects have been sanctioned in the country. It is proposed to increase the coverage to 1285 additional blocks *i.e.* 77% by the end of the Eighth Five Year Plan. 180 focal districts in 25 States and 1 UT including 14 districts in Maharashtra have been fully covered under the Scheme. Out of 298 CD blocks in Maharashtra, 230 blocks have been covered through 255 ICDS projects.

Besides, the Government has set up a National Creche Fund in March 1994 with a corpus fund of Rs. 19.90 crores. It is proposed to open more creche and convert some of the Anganwadis into Anganwadi-cum-creche Centres with assistance from the Fund. Further, a new Scheme for the Welfare of the Street Children has been launched in 1993-94. Initially implemented in 11 most populous cities namely, Delhi, Calcutta, Madras, Bombay, Pune, Nagpur, Ahmedabad, Bangalore, Hyderabad, Lucknow and Kanpur the scheme is proposed to be extended to 26 more cities *i.e.* cities with a population of more than 1 million and all the remaining State Capitals.

(d) The financial allocation made for Maharashtra including the Central and UNICEF share under DWCRA in

1992-93, 1993-94 and 1994-95 is as follows :

	(Rs. in lakhs)
1992-93	65.65
1993-94	45.45
1994-95	60.60

Under the CSSM Programme, the total allocation for Maharashtra since 1992-93 is as follows :—

year	(Rs. in lakhs)		
	Cash	Kind	Total
1992-93	193.15	483.25	676.40
1993-94	196.70	949.25	1145.95
1994-95	197.70 (65.90 already released)	949.25 (prov.)	1146.95

A grant of Rs. 3484.91 lakhs have been provided to the State Government of Maharashtra during 1993-94. UNICEF allocation for ICDS for 1993 was US \$ 100.50 lakh (about Rs. 3210.98 lakhs) for the entire country. No. State-wise UNICEF allocation is made under this programme.

#### Boarding Facilities for Girl Students

3959. SHRI SURENDRA PAL PATHAK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the amount allocated to each State for board and lodging facilities to the girl students in the Secondary and Higher Secondary during 1994-95?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): In 1993-94, the Ministry launched a scheme for

strengthening of boarding and hostel facilities for girl students of Secondary and Higher Secondary schools under which recurring assistance is provided to meet the food expenses of the inmates of the existing girls hostels run by voluntary agencies. The sanctions under this scheme are issued directly to the voluntary agencies. In the current financial year of 1994-95, no assistance has so far been provided under this Scheme to any voluntary agency.

[English]

#### Cancellation of Trains

3960. SHRI RAM NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether all trains running through the territory of Goa are proposed to be cancelled for a period of one year;

(b) if so, the reasons therefor; and

(c) the alternate arrangement made/proposed to meet the passenger and goods transport requirements of Goa?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) No, Sir,

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

[Translation]

#### Lord Cornwallis Memorial

3961. SHRI VISHWANATH SHASTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government allocate funds for the maintenance of Lord Cornwallis Memorial situated in Ghazipur district every year;

(b) if so, the funds allocated therefor during the last three years;

(c) whether some persons have illegally encroached upon the land of this memorial;

(d) if so, the details thereof; and

(e) the measures being taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) Yes, Sir,

(b) The expenditure incurred on the maintenance and conservation of Lord Cornwallis Tomb, Ghazipur is as under:—

1991-92	Rs. 37,700/-
1992-93	Rs. 22,004/-
1993-94	Rs. 18,574/-

(c) No, Sir.

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

[English]

#### Construction of Fly-over

3962. SHRI DWARAKA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of a long pending demand for a fly-over on level crossing at Karimganj Railway Junction Station, Assam on 44 National Highway;

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

(c) the reasons for delay in taking any action in this regard?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir,

(b) Border Road Task Force (BRTF) have sponsored the proposal for replacement of two level crossings by road over bridges at (i) Karimganj on bypass of National Highway No. 44 and (ii) on Badarpur-Karimganj section. These works are to be carried out on Deposit Terms. After approval of the General

Arrangement Drawings, estimate for the road over bridges had sent to the Border Road Task Force in Feb'92 for acceptance.

(c) BRTF is yet to respond.

[*Translation*]

### **Stoppage at Jalgaon Station**

3963. DR. GUNWANT RAM BHAI SARODE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide halt of the Karnataka, Saket and Mahanagri Expresses at Jalgaon station;

(b) whether it is also proposed to increase the reservation quota at Jalgaon and Bhusaval stations; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). No, Sir.

(c) Does not arise.

[*English*]

### **Admission in Kendriya Vidyalayas**

3964. DR. VISWANATHAM KANITHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the reservation policy of the Government is being followed in the admission of students in Kendriya Vidyalayas; and

(b) if so, the number of backward students admitted during 1993-94 and 1994-95?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) and (b). Kendriya Vidyalaya Sangathan has intimated that 15% and 7-1/2% of the fresh admissions in every Kendriya Vidyalaya are reserved for the children of Scheduled Caste and Scheduled Tribe employees respectively. There is no reservation in admission for students of other backward classes.

### **Cultivation of Spices in Karnataka**

3965. SHRI S.B. SIDNAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a great scope for growing spices in Karnataka;

(b) if so, the possibility explored in this direction and the areas brought under spices cultivation so far; and

(c) the kinds of spices proposed to be grown in the State?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Yes, Sir.

(b) and (c). With a view to increase the production and productivity of spices in the State, a Centrally Sponsored Scheme for the Integrated Development of Spices is being implemented in the State with an outlay of Rs. 815.68 lakhs for the 8th Plan. The major programmes being undertaken under this scheme

*inter-alia* includes production and distribution of planting material, rehabilitation of old pepper gardens, laying out demonstration plots in farmers fields, promotion of cultivation of pepper as inter-crop, laying out demonstration-cum-seed multiplication plots for ginger, turmeric and chillies area expansion programme for ginger, turmeric and chillies, plant protection for chillies, development of minor spices and tree spices etc. The coverage of area under different spices in the State during 1992-93 is given below:—

Sl. No.	Crop	Area covered ('000 ha)
1.	Pepper	2,92
2.	Chillies	148.50
3.	Turmeric	3.70
4.	Coriander	17.60
5.	Ginger	1.98
6.	Garlic	2.80
7.	Cardamom	25.22

#### Theft of Foodgrains

3966. SHRI PROBEN DEKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the theft of foodgrains and other commodities from the railway wagons at New Guwahati Railway siding;

(b) if so, the details thereof;

(c) whether any investigation has been conducted in this regard;

(d) if so, the action taken against the persons involved; and

(e) the details of corrective steps contemplated in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Six cases of theft of foodgrains and other commodities from the railway wagons at new Guwahati Railway siding involving loss of property worth Rs. 4,240/- have been registered during 1993-94

(c) and (d). Yes, Sir. The stolen properties have been recovered in full with arrest of 13 persons for their involvement in these cases. Investigations under the provision of Railway Property (Unlawful Possession) Act have been conducted and the cases filed in the court of law.

(e) In order to control crime against railway property at New Guwahati Railway siding, adequate measures like intensive patrolling in the yards, conducting raids on receivers of stolen property, deployment of crime intelligence staff are being taken by the RPF, the GRP and the local police at various levels to deal with the criminals and receivers of the stolen property. Surprise checks by special squads are often conducted to curb the thefts and to apprehend the criminals.

#### Sahitya Akademy

3967. SHRI SYED SHAHABUDDIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of non-periodical publications of Sahitya Akademy up-to-date;

(b) the number of original works, language-wise, included in those publications;

(c) the number of translations with break-up by original language included in (a) above;

(d) the number of works in each language which have been translated into other national language and the break-up of translation in each case by the language in which translated; and

(e) the annual budget grant of the Akademi for the last three years and the allocation for non-periodical publications therein?

THE DEPUTY MINISTER IN THE  
MINISTRY OF HUMAN RESOURCE  
DEVELOPMENT (DEPARTMENT OF

EDUCATION AND DEPARTMENT OF  
CULTURE)(KUMARI SELJA): (a) 2287.

(b) The number of original works is 643. Details are given in the enclosed *Statement-I*.

(c) The details of languages wise break-up about publications are given in the enclosed *Statement-II*.

(d) The details are given in the enclosed *Statement-III*.

(e) The details are as follows:

(Rs. in lakhs)

Year	Annual Budget Grant	Allocation for non-periodicals
1991-92	318.46	90.41
1992-93	322.97	75.55
1993-94	299.12	46.65

#### STATEMENT-I

Sl. No.	Languages	Number of original title (language-wise) published
1.	Assamese	10
2.	Bengali	15
3.	Dogri	8
4.	English	254
5.	Gujarati	15
6.	Hindi	76
7.	Kannada	20
8.	Kashmiri	21
9.	Konkani	5
10.	Maithili	13
11.	Malayalam	6
12.	Manipuri	2

Sl. No.	Languages	Number of original title (language-wise) published
13.	Marathi	38
14.	Nepali	6
15.	Oriya	2
16.	Punjabi	18
17.	Rajasthani	11
18.	Sanskrit	22
19.	Sindhi	22
20.	Tamil	20
21.	Telugu	12
22.	Tibetan	1
23.	Urdu	43
24.	Dictionaries	3
Total		643

**STATEMENT-II**

Sl. No.	Language	Number of translation into other language (language-wise)
1.	Assamese	58
2.	Bengali	83
3.	Devanagri	11
4.	Dogri	10
5.	English	69
6.	Gujarati	81
7.	Hindi	296
8.	Kannada	132
9.	Kashmiri	8
10.	Konkani	18
11.	Maithili	46
12.	Malayalam	113
13.	Manipuri	7
14.	Marathi	74
15.	Nepali	21
16.	Oriya	65
17.	Pali	1
18.	Punjabi	98
19.	Rajasthani	4
20.	Sanskrit	1
21.	Sindhi	46
22.	Tamil	152
23.	Telugu	140
24.	Urdu	109
<b>Total</b>		<b>1644</b>

**STATEMENT-III**

Sl. No.	Languages	Total Number of Non-Periodical Publications (Language-wise)
1.	Assamese	68
2.	Bengali	98
3.	Devanagri	11
4.	Dogri	18
5.	English	323
6.	Gujarati	96
7.	German	1
8.	Hindi	372
9.	Kannada	152
10.	Kashmiri	29
11.	Konkani	23
12.	Maithili	59
13.	Malayalam	119
14.	Manipuri	9
15.	Marathi	112
16.	Nepali	27
17.	Oriya	67
18.	Pali	1
19.	Punjabi	116
20.	Rajasthani	15
21.	Sanskrit	23
22.	Sindhi	68
23.	Tamil	172
24.	Telugu	152
25.	Tibetan	1
26.	Urdu	152
27.	Dictionaries	3
<b>Total</b>		<b>2287</b>

**All India Maithili Writers'  
Conference**

3968. SHRI BHOGENDRA JHA:  
Will the Minister of ENVIRONMENT AND  
FORESTS be pleased to state:

(a) whether the Government have received any representation from the All India Maithili Writers' Conference of Vaidehi Samiti, Darbhanga, Bihar, regarding environmental, ecological and other problems and demanding survey and development of botanical garden and conservation of rare forest trees, plants etc.;

(b) if so, the specific points thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF STATE OF  
THE MINISTRY OF STEEL (SHRI  
SANTOSH MOHAN DEV): (a) No Sir.

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

**New Station Building**

3969. SHRI SHRAVAN KUMAR  
PATEL: Will the Minister of RAILWAYS  
be pleased to state:

(a) whether foundation stone of the new station building at Vadodara on Western Railway has been laid down in December, 1988;

(b) if so, the progress made so far in construction of the building;

(c) the reasons for inordinate delay in construction of the building; and

(d) the time by which it is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). Although the foundation stone for the construction of a new station building on the West side at Vadodara was laid in December 1988, the proposal was subsequently dropped on reconsideration. Some of the facilities envisaged in the new station building have since been provided suitably. An entry from the West side has been provided by extending the foot-over bridge. A booking office was constructed besides providing two Computerised Passenger Reservation terminals in the City in addition to the one at the station.

*[Translation]*

**Pirotone Marine National Park**

3970. SHRI CHANDRESH PATEL:  
Will the Minister of ENVIRONMENT AND  
FORESTS be pleased to state:

(a) whether the Government are aware that serious irregularities are being committed in maintenance of the Pirotone Marine National Park, Gujarat and fishermen sell sea food in connivance with the employees of the Forest Department;

(b) whether complaints have been received in this regard from the Members of Parliament and other quarters;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken by the Government maintenance and conservation of this Park?



THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). Piroton is one among several Islands of the Marine National Park, Jamnagar. The Chief Wildlife Warden of Government of Gujarat has not reported any such serious irregularities in the management of the Park.

(d) The Government of India gives financial assistance to the Govt. of Gujarat for the development and conservation of the Marine National Park. The amount released for the purpose during last three years is as follows:

1991-92	Rs. 6.36 lakhs
1992-93	Rs. 6.00 lakhs
1993-94	Rs. 3.33 lakhs

#### **Encroachment on Railway Land**

3971. SHRI RAJ NARAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board had issued directions to all the railway zones in June 1985, to get all the encroachments on the railway land vacated by taking necessary action but despite it there has been large scale encroachments on the railway land in Northern Railway till August, 1991;

(b) whether the proposal regarding transfer of the land to the concerned State Government was approved by Northern Railway in January, 1993 and if so, the details thereof indicating the merits and demerits involved in it; and

(c) the number of cases came in light before the vigilance commission in

which the railway employees were found involved in the encroachment and the details in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) No, Sir.

(c) No such case has been taken up by Vigilance Commission.

*[English]*

#### **Committee on utilisation of Wagons**

3972. SHRIMATI MALINI BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Committee of advisors was set up recently by the Railway Board for optimum utilisation of wagons;

(b) whether the Committee has submitted its report;

(c) if so, the main recommendations of the committee; and

(d) the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

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

#### **International Non-Governmental Organisations**

3973. DR. R. MALLU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware that recently there has been many well informed articles based on RAFI communiques and RAFI Press Releases made available by the Concerns based at New Delhi on the subject of Biodiversity, biopiracy and patenting of seeds belonging to the third world;

(b) if so, the details thereof;

(c) whether Government are aware that Society for Citizen concern, New Delhi has been promoting the above causes for Rural Advancement Foundation International (RAFI) in India;

(d) whether such NGos are being supported by the Government and if so, the details thereof;

(e) whether any inventory of common seeds and varieties of plants and animal resources and breeds etc. of main crops, fruits and vegetables and, medicinal plants has been prepared and if so, the details thereof indicating the authorities in charge; and

(f) whether there is any information on the pest resistance of these indigenous varieties and if so the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (f). The information is being collected and will be placed on the Table of the House.

[*Translation*]

### **Technology Mission for Spices**

3974. SHRI DATTA MEGHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the State Governments have requested the Union Government to provide financial assistance for setting up of Technology Mission for development of spices in the States;

(b) if so, the names of States alongwith the assistance sought by them; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir.

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

### **Irregularities in Reservations**

3975. SHRI BHEEM SINGH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item "Kamai ka jariya ban gaya hai VIP arakshan kota" appeared in Delhi Edition of 'Rashtriya Sahara' dated June 1, 1994;

(b) if so, the facts thereof; and

(c) the action taken or proposed to be taken by the Government to check the various types of irregularities in reservations on Northern Railway?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The issues highlighted in news-item are :-

- (i) Adequate arrangements have not been made to clear the summer rush as a result of which the emergency quota has become a source of corruption;
- (ii) Sufficient Officers/Staff were not deployed at Delhi, New Delhi and Nizamuddin Railway Stations to check the irregularities;
- (iii) Late opening of the doors of the coaches at Delhi, New Delhi and Nizamuddin stations;
- (iv) The arrangements for giving information about running of trains are inadequate;
- (v) The staff entrusted with the duty of releasing the VIP quota have not been transferred for a long time on Northern Railway;

(c) The following action was taken:-

- (i) To clear the extra rush of passengers during the current summer, 187 trains were run as against 116 during last year. Nine additional counters were operated in Delhi area besides augmenting the working hours;
- (ii) Senior Officers were deployed as duty officers during peak hours at Delhi and New Delhi stations w.e.f. 17-5-94 to 30-6-94;
- (iii) Emergency Quota is being released by the nominated Officers as per the prescribed instructions. Hence, there is no possibility of misuse of this quota;
- (iv) No staff dealing with allotment of emergency quota has put in more

than 4 years service on a particular seat on Northern Railway;

- (v) Arrangements were made to ensure timely opening of coaches and making proper arrangements for giving information about the running of trains;
- (vi) Surprise checks are also conducted and suitable action is initiated against staff held responsible whenever any case of irregularity is noticed.

#### **Shortage of Urea**

3976. DR. MAHADEEPAK SINGH  
SHAKYA:  
SHRI NITISH KUMAR:  
SHRI SANAT KUMAR  
MANDAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the prices of various fertilizers have increased due to shortage of urea for the Kharif for the last three years;

(b) if so, the reasons for shortage of urea;

(c) the price of pottasic, phosphatic and urea fertilizer in the country during June, 1993 and June, 1994;

(d) the quantum of production of these fertilizers in the country during 1991-92 and 1993-94, separately;

(e) the action the Government propose to take to raise the domestic production of the fertilizers and also take action against the dealers for hoarding; and

(f) the present stage at which, the contracted import of 2.5 million tonnes of urea for the current year, to meet the estimated shortfall, stands?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir.

(b) Does not arise.

(c) *Statement-I* is enclosed.

(d) *Statement-II* is enclosed.

(e) A part of the plan to increase the production of fertilizers during the Eighth Five Year Plan and also to reduce the gap between the demand and indigenous production of fertilizers, two ammonia-urea plants, one each at Badrala

(Uttar Pradesh) and Shahjahanpur (Uttar Pradesh), are currently under implementation in the private sector. Besides, National Fertilizers Ltd. (NFL) and Indian Farmers Fertilizers Cooperative Ltd. (IFFCO) have taken up projects for doubling of the capacity of their gas based plants at Vijapur (Madhya Pradesh) and Aonla (Uttar Pradesh), respectively. Revamping of plants of Madras Fertilizers Ltd. will also increase its fertilizer production capacity. Gas availability has also been indicated in Krishna-Godavari Basin (Andhra Pradesh) for a medium size ammonia-urea plant.

There are no reports of hoarding of fertilizers by manufacturers/dealers.

(f) There has been no contract for import of 2.5 million tonnes of urea during the current year.

#### STATEMENT-I

##### *Retail Prices of Fertilizers during June, 93 and June, 94*

Sl. No.	Name of Fertilizer	Price per tonne (in Rs.)	
		During June, 1993	Effective from 10-6-1994
1.	Urea (46%N)	2760	3320
2.	Ammonium Sulphate (20.6%N)	1920	**
3.	Calcium Ammonium Nitrate (25%N)	2000	**
4.	Calcium Ammonium Nitrate (26%N)	2080	**
5.	Muriate of Potash (60%K)	*	**
6.	Sulphate of Potash (50%K)	*	*
7.	Di-ammonium Phosphate (18:46:0)	*	*
8.	NPK (17:17:17)	*	*
9.	NPK (15:15:15)	*	*
10.	NPK (19:19:19)	*	*
11.	Ammonium Phosphate Sulphate (20:20:0)	*	*

Sl. No.	Name of Fertilizer	Price per tonne (in Rs.)	
		During June, 1993	Effective from 10-6-1994
12.	Nitro Phosphate (20:20:0)	*	*
13.	Nitro Phosphate (23:23:0)	*	*
14.	Ammonium Phosphate Sulphate (16:20:0)	*	*
15.	Urea Ammonium Phosphate (24:24:0)	*	*
16.	Urea Ammonium Phosphate (28:28:0)	*	*
17.	NPK (14:28:14)	*	*
18.	NPK (14:35:14)	*	*
19.	NPK (10:26:26)	*	*
20.	NPK (12:32:16)	*	*
21.	Tripple Super Phosphate (46% P <sub>2</sub> O <sub>5</sub> ) (Granular)	*	*
22.	Tripple Super Phosphate (Powder)	*	*
23.	Single Super Phosphate (Powder) (14% P <sub>2</sub> O <sub>5</sub> )	*	*
24.	Single Super Phosphate (Granular) (16% P <sub>2</sub> O <sub>5</sub> )	*	*
25.	Single Super Phosphate (Granular) (16% P <sub>2</sub> O <sub>5</sub> )	*	*
26.	Ammonium Chloride (25%N)	2000	**
27.	Anhydrous Amonia	4420	5300
28.	Zincated Urea	3940	4480

\*Out of statutory price control. Prices vary from State to State.

\*\*Taken out of statutory price control w.e.f. 10-6-94.

### STATEMENT-II

*Production of various Fertilizers from 1991-92 and 1993-94*

(*'000 MT*)

Name of Product	Production 1991-92			Production 1993-94		
	Qty	N	P	Qty	N	P
UREA	12830.7	5902.1	0.0	13148.3	6048.2	0.0
A/S	547.0	114.9	0.0	621.9	130.6	0.0
CAN	447.2	111.8	0.0	666.2	166.6	0.0

Name of Product	Production 1991-92			Production 1993-94		
	Qty	N	P	Qty	N	P
A/C	112.6	28.1	0.0	130.7	32.7	0.0
DAP	2865.3	515.8	1318.0	1950.6	351.1	897.3
20:20	654.5	130.9	130.9	882.9	176.6	176.6
SSP	3009.0	0.0	481.4	1900.0	0.0	304.0
15:15:15	336.1	50.4	50.4	303.1	45.5	45.5
ANP (20.7:20.7)	276.8	57.3	57.3	267.2	55.3	55.3
17:17:17	695.0	118.2	118.2	483.7	54.4	82.2
10:26:26	335.5	33.6	87.2	251.0	25.1	65.3
12:32:16	323.2	38.8	103.4	193.2	23.2	61.8
14:35:14	18.8	2.6	6.6	10.6	1.5	3.7
19:19:19	175.6	33.4	33.4	129.4	24.6	24.6
28:28	382.2	107.0	107.0	284.2	79.6	79.6
16:20	103.2	16.5	20.6	87.8	14.0	17.6
23.23	140.3	32.3	32.3	10.2	2.3	2.3
14:28:14	55.0	7.7	15.4	0.0	0.0	0.0
<b>Total:</b>	<b>23308.0</b>	<b>7301.3</b>	<b>2562.2</b>	<b>21321.0</b>	<b>7231.2</b>	<b>1815.7</b>

[English]

(b) the number of cases finalised and action taken?

**Cases against Super Bazar Employees**

3977. SHRI CHHITUBHAI GAMIT: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of cases investigation against the employees and officers of Super Bazar during 1993-94; and

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Super Bazar has reported that during the year 1993-94, total number of 130 cases against employees and officers of Super Bazar were investigated. 125 cases were finalised and action against 83 officials was taken.

**Production of Manure****Sugar Mills**

3978. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have conducted any survey to find out total quantity of excreta of cattle and humans and other such waste products which can be utilized as manure every year in the country;

(b) the percentage of the above products which is being utilized for manufacture of manure;

(c) whether Government have formulated any master plan for optimum utilization of the above products; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir. However, it is estimated that the country has a potential of about 650 million tonnes of rural compost and 16 million tonnes of urban compost.

(b) According to the reports received from the State Govts. about 272 million tonnes of rural compost and 6.7 million tonnes of urban compost is being used in the country as a manure.

(c) and (d). To optimise the utilisation of organic manures in the country States are advised from time to time to make all out efforts to produce and use manure to the extent possible. To promote the use of organic manure, Department of Agriculture and Cooperation is implementing a scheme on Balance & Integrated Use of Fertilisers during the 8th Five Year Plan.

3979. SHRI M. KRISHNASWAMY: Will the Minister of FOOD be pleased to state:

(a) whether any proposal was sent by the Government of Tamil Nadu for setting up of a cooperative sugar mill at Polur in Thiruvannamalai-Samburayar district in Tamil Nadu;

(b) whether the Letter of Intent was kept pending for three cooperative sugar mills to be set up in Tamil Nadu;

(c) whether the Letter of Intent for cooperative sugar factory has been issued for the factory at Polur or it has been issued to a private party, ignoring the interests of the cooperative sector; and

(d) if so, the reasons therefor;

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Four proposals were received through the Department of Industrial Development, Ministry of Industry for setting up of a new sugar factory at Polur in Thiruvannamalai-Samburayar district in Tamil Nadu. Only one proposal was received from M/s. Tamil Nadu Cooperative Sugar Federation Ltd., which was later on dropped by the State Government.

(b) Of the three letters of intent issued to Cooperative Sugar Mills, one letter of intent has been treated as lapsed as the said Cooperative did not make any progress towards implementation the project. Remaining two letters of intent are under various stages of implementation.

(c) and (d). As the Government of Tamil Nadu had dropped the proposal from M/s. Tamil Nadu Cooperative Sugar Federation Ltd. for the establishment of a new sugar factory at Polur, a letter of intent has, therefore, been issued to M/s. Dharani Sugars and Chemicals Ltd. in private sector.

### Sale of Icecream by Mother Dairy

3980. SHRI NAWAL KISHORE RAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Mother Dairy, Delhi have installed icecream freezers in all its Booths for the sale of icecream;

(b) if so, the details thereof;

(c) whether these freezers were purchased from a favourite manufacturer in Gujarat without quotations etc.;

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

(e) whether the icecream making machines, installed by DMS which were to supply ice-creams to the poor children of schools, were sold as scrap to a Gujarat party at the instance of NDDB; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir.

(b) Question does not arise

(c) No, Sir.

(d) Question does not arise.

(e) No, sir.

(f) Question does not arise.

[*Translation*]

### Voluntary Consumer Organisations

3981. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of voluntary consumer organisations set up in the country, State-wise;

(b) the number of voluntary consumer organisations won national awards for protection of consumer rights during the last three years; year-wise; and

(c) the details of the award winners?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) At present, more than 500 consumer organisations are working in the country. The Directory of the name and addresses of such consumer organisations is available in the Parliament Library.

(b) and (c). The names of consumer organisations which have won the National Awards on Consumer Protection during the last three years is given in the attached *Statement*.



**STATEMENT**

Name of Award winning Consumer Organisations	Position
<b>1990</b>	
1. Consumer Education and Research Centre, Ahmedabad	I Prize
2. Mumbai Grahak Panchayat, Bombay	II Prize
3. Trichy District Consumer Council Trichy	III Prize
4. Common Cause, New Delhi	Special Prize
<b>1991</b>	
1. Consumer Protection Council Thiruvananthapuram	I Prize (Joint winner)
2. Orissa Consumer Association Cuttack	I Prize (Joint winner)
3. Consumer Rights Protection Council, Madurai	II Prize (Joint winner)
4. The Citizen's Forum, Hubli	II Prize (Joint winner)
<b>1992</b>	
1. Consumer Action Group Madras.	I Prize
2. Jagrut Grahak, Vadodara	II Prize (Joint winner)
3. Pragatisheel Mahila Samiti, New Delhi	II Prize (Joint winner)
4. Meghalaya State Council for Child Welfare, Shillong	III Prize

*[English]***Renaming of Historical Monument**

3982. PROF. K.V. THOMAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any proposal for renaming of historical monuments like

Fort William in Calcutta has been received; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF

CULTURE) (KUMARI SELJA): (a) and (b). The Central Government considered a proposal regarding change of name of 'Fort William' at Calcutta in the year 1989 but did not accept it.

[*Translation*]

### **Passenger Facilities at Sahibganj**

3983. SHRI SIMON MARANDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been received for expansion of loco shed at Sahibganj and to provide other passenger facilities at the station;

(b) whether there is also a demand for extension of Vikramshila Express from Bhagalpur to Sahibganj, attachment of a bogie in Maurya Express from Kiul to Sahibganj, increase in reservation quota at the station, inclusion of Sahibganj under Howrah Division and setting up of a diesel shed at the station; and

(c) if so, the action proposed to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Representation have been received for provision of some additional passenger facilities at Sahibganj station, but not for expansion of loco shed.

(b) Yes, Sir.

(c) A *Statement* is attached.

### **STATEMENT**

#### **1. Extension of Vikramshila Express from Bhagalpur to Sahibganj**

Extension of Vikramshila Express upto Sahibganj is not feasible due to operational exigencies.

#### **2. Attachment of a Bogie in Maurya Express from Kiul to Sahibganj**

There are already direct trains available between Kiul and Sahibganj. It is not feasible to attach a bogie from Kiul to Sahibganj by Maurya Express because of operational constraints.

#### **3. Increase in Reservation Quota at the Station**

Reservation quotas are already available at Sahibganj station in trains towards Delhi, Howrah, Guwahati, New Jalpaiguri, Bombay, Danapur and Amritsar by various trains and these quotas are reviewed periodically taking into the consideration the overall reserved accommodation and the demand pattern. Due to limited availability of accommodation at present there is no proposal to enhance the existing quotas.

#### **4. Inclusion of Sahibganj under Howrah Division**

The suggestion regarding inclusion of Sahibganj in Howrah Division is under study and examination.

#### **5. Setting up of a Diesel Shed at the Station**

Establishment of a diesel shed at Sahibganj is not operationally justified.

#### **6. Additional Passenger Facilities at Sahibganj Station**

Works for provision of shelter on platform No.2, two water coolers and retiring room have already been sanctioned.

**Shatabdi Express**

3984. SHRI BRIJBHUSHAN  
SHARAN SINGH:  
SHRI PANKAJ  
CHOWDHARY:  
SHRIMATI KRISHNENDRA  
KAUR (DEEPA):

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce Shatabdi Express between Delhi-Jaipur and Delhi-Amritsar; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). New Delhi-Amritsar Shatabdi Express has already been introduced w.e.f. 11-8-1994. It has been in principle decided to introduce a Shatabdi Express between Jaipur and Delhi after making all necessary technical arrangements.

[English]

**Refunds to RAC Passengers**

3985. SHRI ANIL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether RAC passengers are being denied refunds of difference of fares in case they are not finally provided with berths;

(b) if so, the reasons therefore; and

(c) the steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). There is no difference in fares for RAC and confirmed tickets. Therefore, the question of granting any refund to RAC passengers, who are not finally provided with berths, does not arise.

**Express train between Ahmedabad and Bhusaval**

3986. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce a new express train between Ahmedabad and Bhusaval Junction (Khandesh Region) to facilitate the passengers there;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) There is no proposal at present.

(b) Does not arise.

(c) Operational and resource constraints and lack of traffic justification.

**Affiliation of Schools**

3987. SHRI HARADHAN ROY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of terms and conditions observed while according

affiliation to schools by the Central Boards of Secondary Education; and

(b) the number of schools affiliated to the Central Board of Secondary Education, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) The schools seeking affiliation to the Central Board of Secondary Education (CBSE) are required to fulfil various conditions prescribed in the Affiliation Bye-laws of the Board. Formal recognition of the school and issue of a No Objection Certificate by the concerned State/UT Government, possession of adequate land, non-proprietary character of the management running the school, employment of well-qualified staff and payment of salaries not less than the scales of pay prescribed by the concerned State/UT Government are the main conditions laid down in the Affiliation Bye-laws.

(b) The State/UT-wise list of the number of schools affiliated to the CBSE is given in the enclosed *Statement*.

#### STATEMENT

Sl. No.	Name of the State/UT	No. of affiliated schools
1.	Andhra Pradesh	182
2.	Assam	57
3.	Bihar	180
4.	Gujarat	61
5.	Haryana	187

Sl. No.	Name of the State/UT	No. of affiliated schools
6.	Himachal Pradesh	65
7.	Jammu and Kashmir	53
8.	Karnataka	87
9.	Kerala	122
10.	Madhya Pradesh	176
11.	Maharashtra	98
12.	Manipur	15
13.	Meghalaya	14
14.	Nagaland	6
15.	Orissa	69
16.	Punjab	135
17.	Rajasthan	147
18.	Sikkim	78
19.	Tamil Nadu	148
20.	Tripura	8
21.	Uttar Pradesh	380
22.	Arunachal Pradesh	120
23.	Mizoram	4
24.	West Bengal	84
25.	Andaman & Nicobar Islands	65
26.	Chandigarh	101
27.	Goa	8
28.	Pondicherry	5
29.	Dadra & Nagar Haveli	2
30.	Daman & Diu	2
31.	Lakshadweep	2
32.	Delhi	1231
Total		3892

**Cattle Research Centre at  
Haringhata**

3988. SHRI SUBRATA  
MUKHERJEE:  
SHRI AJOY  
MUKHOPADYAY:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of West Bengal has made a request for setting up of a Cattle Research Centre at Haringhata in Nadia District;

(b) the action taken by the Government thereon; and

(c) the places in the country where such centres have been set up by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir.

(b) Does not arise.

(c) Cattle Research Centres under the Indian Council of Agricultural Research in different parts of the country are as follows:—

1. National Dairy Research Institute (NDRI), Karnal, Haryana.
2. Indian Veterinary Research Institute (IVRI), Izatnagar, U.P.
3. Project Directorate on Cattle (PD on Cattle), Meerut, U.P.

4. National Institute of Animal Genetics (NIAG), Karnal, Haryana.

5. National Bureau of Animal Genetics Resources (NBAGR), Karnal, Haryana.

**Noise Pollution in Delhi**

3989. SHRI BHUPINDER SINGH  
HOODA:  
SHRI MANGAL RAM  
PREMI:  
SHRI MAHENDRA KUMAR  
SINGH THAKUR:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether there is a heavy noise pollution above permissible level in Delhi, particularly in Najafgarh, New Delhi-43;

(b) whether the Government have made any studies to assess the gravity of the problem in this regard;

(c) if so, the details thereof;

(d) whether the restriction imposed on use of loudspeakers near residential colonies are no longer being implemented by any authority; and

(e) if so, the reasons therefor and the corrective steps proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The Central Pollution Control Board (CPCB) has conducted surveys on the ambient noise levels at various locations in the major

metropolitan cities in the country, including Delhi. Findings of the survey indicate that the average noise level in Delhi exceeds the prescribed standards. No data is available on the level of noise pollution in Najafgarh.

(b) Yes, Sir. The Central Pollution Control Board had conducted surveys on the ambient noise levels at residential, commercial, industrial and other selected areas of Delhi, Bombay, Madras, Bangalore, Hyderabad, Kanpur and Jaipur in 1989-90. Another survey was conducted by the CPCB in 1992-93 on the noise levels of Delhi, Kochi, Vadodara, Vishakapattanam, Kanpur, Lucknow, Indore and Greater Calcutta Metropolitan Area. In addition, a special survey was conducted by the CPCB in 1992 to measure the increased noise levels on 'Diwali'.

(c) The average noise levels recorded in all the cities surveyed were found to exceed the prescribed standards. The noise levels during 'Jagrans' and in election campaigns, due to the use of public address system, were found to be higher than the permissible limits.

(d) and (e). No, Sir. The Central Pollution Control Board has evolved a Code of Practice for controlling noise pollution from public address system. This has been communicated to all the State Governments for implementation under the relevant local Acts. In Delhi, the Delhi Police has declared Silence Zones around hospitals, education institutions, Courts and residential areas. The local police regularly take action against people who violate the provisions of the Union Territory of Delhi Loudspeakers Licensing and Controlling Regulations, 1980, framed under the Delhi Police Act.

[*Translation*]

### 'Akshay' Educational Scheme

3990. SHRI N.J. RATHVA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the States who have sought financial assistance from the Union Government for implementing 'Akshay' scheme for the benefit of poor children of school going age;

(b) the quantum of financial assistance thus given during 1993-94, State-wise; and

(c) the quantum of financial assistance likely to be provided during the current year, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) to (c). No proposal has been received for providing financial assistance for implementation of such a scheme.

### Rail Link

3991. SHRI SHANKERSINH VAGHELA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of districts in Gujarat linked with the State Capital with rail-route;

(b) the names of those districts in the State which are not linked with the State Capital; and

(c) the step taken by the Government in this regard?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) 18.

(b) Dang, with its headquarters at Ahwa.

(c) Due to constraint of resources, there is at present no proposal to link this district by rail with the State Capital.

[English]

### Howrah Railway Station

3992. SHRI AJOY MUKHOPADYAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken or going to take a decision to hand over the work of maintenance of railway property and security of Howrah Railway station to private security agencies; and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Do not arise.

[Translation]

### National Watershed Development Programme

3993. SHRI KHELAN RAM JANGDE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether less amount is being spent on National Watershed Development Project;

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

(c) the amount spent on this project in each of the last three years and the details of work undertaken, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (c). VIII Plan allocation is Rs. 1100 crores for covering an area of 28 lakh hectares under National Watershed Development Project for Rainfed Areas (NWDPPRA). State/UT Government have taken up the projects covering an area of 36.72 lakh hectares with an estimated cost of Rs. 1082.36 crores. Initial years of implementation of the project were devoted to identification, preparation and approval of Micro-watershed projects by Govt. of India/State Governments. In subsequent years, the pace of implementation of the project has increased substantially. Various activities taken up under the project include treatment of Arable and Non-arable lands and drainage lines for conserving soil and water by using low-cost vegetative measures and promotion of production systems including subsidiary household income generating activities.

The State/UT-wise details of the projects taken up, proposed area to be covered and the estimated cost of the projects are given at the enclosed *Statement-I*. The amount released to the State/UT Government is based on their performance in the previous years, the details of which are given at the enclosed *Statement-II*.

## STATEMENT-I

Sl. No.	State/UT	Total No. of micro watershed selected for development	No. of micro watershed projects sanctioned by State Level Sanctioning Committee	Area covered (ha.)	Estimated cost (Rs. in Lakh)
1	2	3	4	5	6
1.	Andhra Pradesh	94	94	191949	6772.230
2.	Arunachal Pradesh	12	1	2800 @	133.000 @
3.	Assam	110	110	106184	2508.059
4.	Bihar	209	157	81460	2273.986
5.	Goa	4	4	4880	170.800
6.	Gujarat	168	168	334261	9776.180
7.	Haryana	5	5	18725	644.058
8.	Himachal Pradesh	58	38	21845	977.090
9.	Jammu & Kashmir	31	31	15436	576.790
10.	Karnataka	85	85	357607	13710.870
11.	Kerala	114	114	88726	3583.576
12.	Madhya Pradesh	385	385	749641	14127.439
13.	Maharashtra	266	266	443827	12787.490
14.	Manipur	5	5	6821	252.720
15.	Meghalaya	8	8	3925 @	186.000 @
16.	Mizoram	20	20	17666	798.670
17.	Nagaland	28	28	14125	637.000
18.	Orissa	258	248	385108	10680.910
19.	Punjab	13	13	19271	539.470
20.	Rajasthan	205	215	372284	12285.462
21.	Sikkim	12	12	7031	347.970
22.	Tamil Nadu	84	84	89025 @	4151.000 @
23.	Tripura	17	17	7694	247.000



1	2	3	4	5	6
24.	Uttar Pradesh	188	188	224000 *	6904.000
25.	West Bengal	170	116	104800	3020.800
26.	Dadra & Nagar Haveli	3	3	692	18.735
27.	Daman & Diu	—	—	—	—
28.	Andaman & Nicobar	4	4	2669	125.308
Total		2556	2419	3672002	108236.600

@ Indicates targets, Figures for actual area coverage & cost awaited.

### STATEMENT-II

*State-wise details of expenditure incurred during last three years i.e. from 1991-92 to 1993-94*

Sl. No.	State/UT	1991-92		1992-93		1993-94	
		Alloca- tion	Amount released	Alloca- tion	Amount released	Alloca- tion	Amount released
1.	Andhra Pradesh	1120.000		1238.000		1462.000	
2.	Arunachal Pradesh	18.000		18.000		—	
3.	Assam	350.000		350.000		460.000	
4.	Bihar	780.000		130.858		—	
5.	Goa	17.000		2.733		—	
6.	Gujarat	1180.000		1180.000		1370.000	
7.	Haryana	240.000		38.552		—	
8.	Himachal Pradesh	80.000		80.000		—	
9.	Jammu & Kashmir	60.000		60.000		192.000	
10.	Karnataka	1420.000		1380.000		3149.999	
11.	Kerala	300.000		300.000		1360.000	
12.	Madhya Pradesh	2600.000		980.053		1900.000	
13.	Maharashtra	2590.000		742.673		2000.000	
14.	Manipur	15.000		73.000		—	

Sl. No.	State/UT	1991-92		1992-93		1993-94				
		Alloca- tion	Amount released	Alloca- tion	Amount released	Alloca- tion	Amount released			
15.	Meghalaya		25.000		28.000		100.000			
16.	Mizoram		10.000		66.000		398.000			
17.	Nagaland		25.000		28.000		306.000			
18.	Orissa		775.000		772.187		1750.000			
19.	Punjab		95.000		120.000		120.000			
20.	Rajasthan		1940.000		2350.000		1900.000			
21.	Sikkim		25.960		70.000		108.000			
22.	Tamil Nadu		508.110		84.887		1664.000			
23.	Tripura		35.000		35.000		60.000			
24.	Uttar Pradesh		1150.000		1300.000		1450.000			
25.	West Bengal		540.000		91.244		—			
26.	Dadra & Nagar Haveli		0.465		0.500		10.000			
27.	Daman & Diu		0.465		0.500		—			
28.	Andman & Nicobar		—		—		25.000			
<b>Total:</b>			17000.00		15900.000		11650.00	11520.187	20800.00	19784.999

[English]

New Delhi and the rent being paid at present;

**Premises for Residential Purpose**3994. SHRIMATI SURYAKANTA  
PATIL:SHRI SHIVLAL NAGJIBHAI  
VEKARIA:Will the Minister of FOOD be  
pleased to state:(a) the rent fixed for premises, at  
the time of hiring, on lease by FCI for  
residential purposes in East of Kailash,(b) whether these rents are  
commensurate with the existing market  
rent together with difference therein;(c) whether the Government  
propose to fill up this difference in rent  
from the last three years so as to extend  
long needed financial relief to the owners;(d) if so, the details in this regard;  
and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF  
THE MINISTRY OF FOOD (SHRI KALP

NATH RAI): (a) The information is as  
given below:—

	Details of hired premises for residential purposes in East of Kailash	Rent fixed by FCI at the time of hiring	Rent being paid Now-a-days
(i)	D-74, East of Kailash	2000/-	2000/-
(ii)	F-40, East of Kailash, New Delhi.	2100/-	2100/-

(b) to (e). FCI had constituted a committee to negotiate with the respective landlords for enhancement of rent and persuade them to agree to a longterm lease deed/agreement. The owners of East of Kailash premises were accordingly called by the Empowered Committee for negotiation on 26-7-93. The Committee offered them 25% increase over the existing rent w.e.f. 1-6-92. The reaction to this offer is still awaited.

#### **Alleged Anomaly in Railway at a Glance**

3995. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned 'Bharatiya Railway at-a-glance mein ulta chhapa hai Rashtriya Dhwaj' appearing in Rashtriya Sahara dated July 14, 1994;

(b) if so, the details thereof;

(c) the action taken by the Government against the officers responsible for such carelessness;

(d) whether the copies of the publication have been withdrawn and replaced by the new ones with the correct picture of the national flag; and

(e) the extra expenditure incurred as a result thereof?

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) to (e). The cover design of current 'Trains at a Glance' contains an artistic symbolic depiction of some important monuments like Taj Mahal, Hawa Mahal and Red Fort in which a miniature artistic representation of a flag a top Red Fort has been shown symbolically to form an impression of the existence of a flag without having any distinct colour or feature of the National Flag. When the matter came to notice, immediate action was taken to improve the visual representation of the flag with distinct features and colours of the National Flag prominently. Subsequent printing of the 'Trains at a Glance' which forms the major portion of the total requirement has been done showing the distinct impression of the National Flag prominently. No extra expenditure has been incurred.

[Translation]

**Taj Mahal**

3996. DR. RAMKRISHNA  
KUSMARIA:  
SHRI RAJENDRA  
AGNIHOTRI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether an American Institute have shown interest in saving the Taj Mahal from pollution;

(b) whether any specific scheme has been prepared by the said institute to save this historic building from pollution;

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

(d) the time by which it is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). The United States National Park Services along with the Central/State Departments of Tourism, Archaeological Survey of India and Agra Development Authority held an Indo-US Workshop on the Environmental Assessment of Agra for the purpose of making a project proposal for "Taj National Park".

(c) and (d). The main recommendations of the Workshop include the following :

1. Form a regional body with appropriate authority.
2. Complete construction of the barrage at Mathura.

3. Complete the Yamuna action plan.

4. Provide uninterrupted power supply to Agra.

5. Widen 52 km of NH2, NH3, and NH11.

6. Improve foundry and other industrial operations.

7. Construct road linking Fatehpur Sikri with the Taj Mahal.

Already the Ministry of Environment and Forests has taken up the recommendations no. 2, 3, 4, 5 and 6 with the respective Ministries and the Government of Uttar Pradesh. The Ministry has not considered recommendation no. 1 and 7.

**Packed Commodities**

3997. SHRI MOHAMMAD ALI  
ASHRAF FATMI:  
SHRI KASHIRAM RANA:  
SHRI MAHESH KANODIA:  
SHRI SATYA DEO SINGH:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the manner by which the Government regulate the packed commodities;

(b) the names of the persons against whom action for violating the provision has been taken during the last year and the current year and the details of action taken;

(c) whether the Government have any proposal to lift ban on packing of some items; and

(d) if so, the details thereof item-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) The packed commodities are regulated according to the provisions of the Standards of Weights and Measures (Packaged Commodities) Rules, 1977.

(b) The information is being collected from the concerned authorities in the States and UTs responsible for enforcement of the Rules, and will be laid on the Table of the House.

(c) and (d). An amendment was made in the Rules to remove the restriction of pack sizes for certain commodities, *vide* Notification No. GSR No. 591 (E), dated 20 July, 1994. A list of commodities now free from the restriction of pack sizes is given in the *Statement*.

### STATEMENT

*List of commodities now free from the restriction of pack sizes*

Sl. No.	Commodities
1.	Cheese
2.	Cereal Products
3.	Extruded ready to eat snacks of fluffy nature

Sl. No.	Commodities
4.	Cigarettes, Cigars and the like
5.	Cleaning and sanitary fluids
6.	Cleaning Powders
7.	Condensed Milk
8.	Cocoa
9.	Cosmetics and perfumes including all creams except dental and shaving
10.	Hair oils (perfumed)
11.	Hair oils (unperfumed)
12.	Honey
13.	Ice Cream (In bricks)
14.	Ice Cream (in cups)
15.	Jams, Sauces, Ketchup and the like:
	(a) Ketchup, sauces and the like.
	(b) Jams, marmalades and jellies in open top sanitary containers.
	(c) Jams, marmalades and jellies in bottles.
	(d) Squashes, syrups and crushes.
	(e) Fruit juices and vegetable juices in open sanitary containers.
	(f) Fruit juices and vegetable juices in bottles.
	(g) Ready to serve beverages.
16.	Milk-liquid-sweetened, unsweetened, flavoured.
17.	Nuts, bolts, nails, screws and the like (in box).
18.	Shaving blades.
19.	Shaving cream.
20.	Mineral water
21.	Spices

Sl. No.	Commodities
22.	Sugar, sugar cubes, khansdsari
23.	Toffees, boiled confectionary and the like
24.	Chocolate and chocolate products
25.	Toothpaste
26.	Zarda
27.	Pan Masala

[English]

### Office of Chief Engineer in Kerala

3998. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Kerala Government have suggested the establishment of an office of Chief Engineer (Construction) in Kerala;

(b) if so, the details thereof;

(c) whether the Union Government propose to set up the Chief Engineer's Office in the State; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) There is no such proposal at present.

(d) The opening of office of Chief Engineer (Constn.) in a State depends on the quantum of on-going work in the State and its neighbouring areas. The quantum of on-going works in Kerala and

its neighbourhood do not justify setting up of an office of Chief Engineer in Kerala at present.

### Sugar Mills

3999. DR. VASANT NIWRUTTI PAWAR:  
SHRI SHIV SHARAN VERMA:  
SHRI DATTA MEGHE:

Will the Minister of FOOD be pleased to state:

(a) the number of applications received for setting up of new sugar mills in the country during the last year, State-wise;

(b) the number of applications cleared, State-wise;

(c) whether any cooperative public sugar mills have been handed over to private parties for better management; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) and (b). A *Statement* showing the Statewise number of applications received through the Department of Industrial Development for setting up of new sugar mills in the country during the last sugar year 1992-93 (October-September) and letters of intent issued upto 30-6-1994 in respect of these applications is enclosed.

(c) and (d). It is for the concerned co-operative sugar mills/State Governments to take a decision in this regard.

## STATEMENT

*State-wise number of applications received for setting up of New Sugar Mills during the last Sugar year 1992-93 (October-September) and the letters of intent issued upto 30-6-1994 in respect of these applications*

Sl. No.	State	No. of applications received	No. of applications considered	No. of letters of intent issued
1.	Uttar Pradesh	59	50	3
2.	Maharashtra	7	2	—
3.	Punjab	2	1	—
4.	Bihar	1	1	—
5.	Andhra Pradesh	4	4	2
6.	Karnataka	3	2	—
7.	Tamil Nadu	8	6	1
8.	Orissa	5	5	—
9.	Madhya Pradesh	1	1	—
10.	Arunachal Pradesh	1	1	—
Total		91	73	6

**Save Siberian Crane Project**

(e) if so, the details thereof; and

4000. SHRI TARA SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(e) if not, the steps taken by the Government to project and preserve this species?

(a) the number of Siberian cranes born in captivity under the Save Siberian Crane Project;

(b) whether some of them died in Jaipur Zoo recently;

(c) if so, the reasons therefor;

(d) whether the Government propose to set up some more project to save the Siberian Cranes;

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) No Siberian Crane has been bred in captivity in India. However, two captive bred Siberian Crane snicks from International Crane Foundation, USA and four chicks from Russia were brought during the years 1992-93 and 1993-94 for the Siberian Crane experiment being carried out at Keoladeo Ghana National Park, Bharatpur.

(b) and (c). Two of the imported chicks have reportedly died. The reason for death of the crane which died in Bharatpur Park is stated to be due to bleeding from injuries in the neck caused by other birds. The reason for the death of the other crane in Jaipur Zoo was due to internal haemorrhage may be due to some impact while running or in flight.

(d) to (f). The ongoing experiment aimed at building up of the dwindling western flock of Siberian Cranes and for establishing their migration route is proposed to be continued. The experiment has been carried out in association with Forest Department, Government of Rajasthan, International Crane Foundation, USA, Wild Bird Society of Japan and the ornithologists of Russia. The financial and legal support is also being given for the protection of these cranes and development of its known wintering grounds in India.

#### **Trains Between Madras and Delhi**

4001. SHRI M. KRISHNASWAMY:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to reduce the running time of Rajdhani Express and to attach additional coaches in existing trains between Madras and Delhi;

(b) if so, the details thereof; and

(c) the steps being taken to improve the amenities in these trains?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) A.C. Chair Cars are being progressively replaced by A.C. 3 Tier Coaches. Other Amenities as recommended by the Passenger Amenities Committee are maintained during scheduled maintenance. Arrangements are also being made to supply bed rolls in AC 3-Tier Coach.

#### **Indian Institute of Technology, Kanpur**

4002. SHRI INDRAJIT GUPTA:  
SHRI V. SREENIVASA  
PRASAD:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Indian Institute of Technology, Kanpur hitherto had been offering course of nuclear chemistry leading to post-graduate degrees and doctorate in philosophy (Ph.D);

(b) whether IIT, Kanpur had sufficient equipment for researchers in this discipline;

(c) whether IIT, Kanpur has suddenly stopped the subject matter progressing in the Institute and also stopped the entry of the students to undertake the studies in the subject; and

(d) if so, the facts and reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) to (d). According to information available the Department of Chemistry of the Indian Institute of Technology, Kanpur has been



offering a course on Nuclear Chemistry at the level of M.Sc. (Integrated Five Year Course through Joint Entrance Examination after 10+2) and M.Sc. (Two Year Course after B.Sc.). This was earlier offered both as compulsory and elective course. Based on the report of the Undergraduate Review Committee, it is not being offered as a compulsory course now because not many students are interested in it.

Most of the equipment for Nuclear Chemistry is of general nature and is now being used for experiments/research. Research facilities in related areas are also available in Physics Department and with Nuclear Engineering & Technology Programme of the Institute.

[*Translation*]

**Adult Education Centres for Rural Women**

4003. SHRIMATI BHAVNA  
CHIKHLIA:  
SHRIMATI SHEELA  
GAUTAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of adult education centres set up by the Government for rural women till July, 1994, State-wise;

(b) the number of women educated in these centres during the last three years;

(c) whether employment oriented programmes are also being implemented in each of these adult education centres;

(d) if so, the details thereof;

(e) the extent of financial assistance provided to these centres during the last three years; and

(f) the number of such new centres likely to be opened in Gujarat during the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) and (b). The Centre Based Adult Education Programme called the Rural Functional Literacy Programme (RFLP) has been phased out since April, 1991 since the reviews had indicated that it was not having much impact and was not cost-effective. The approach to adult literacy is now through the Total Literacy Campaigns (TLCs) which are area-specific, timebound, volunteer-based and cost-effective. However, for the difficult and remote areas where campaigns cannot be launched immediately, a revamped Rural Functional Literacy Programme is now being implemented. Under the Centre Based Programme 40, 23, 730 women were made literate during 1990-91 to 1992-93.

(c) and (d). The Functional Literacy imparted to the learners implies achieving self-reliance in literacy and numeracy through 3 Rs. viz. Reading, Writing and Numeracy, besides creation of awareness of developmental programme to improve one's economic status and general well being and imbibing values of national integration, conservation environment, small family norms etc.

(e) The financial assistance provided under the RFLP Scheme during 1990-91 to 1992-93 is as follows :—

1990-91	1991-92	1992-93
32.75 crores	17.30 crores	1.37 crores

(f) There is no proposal to set up Centre Based Adult Education Programme in Gujarat. All the 19 districts of Gujarat are covered under LIC Programme.

[English]

### **Training Centres for Women**

4004. DR. K.D. JESWANI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to set up various types of training centres exclusively for women in Gujarat State;

(b) if so, the details thereof;

(c) whether the Government have formulated any other scheme for the upliftment of women in the State; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT)(SHRIMATI BASAVA RAJESHWARI): (a) and (b). There is no earmarked allocation of funds or targets for Gujarat or for any other State or U.T., under the schemes of grant of financial assistance for training of women, which are being operated by Department of Women and Child Development. However, during the first two years the Department has extended financial assistance to NGOs/other organisations for training of 8000 women in the handicrafts sector and 820 in other trades, in Gujarat. A total amount of Rs. 356.97 lakh has been released during this period for the purpose, under the schemes of Support to Training and Employment (STEP) for Women and Setting up of Employment-cum-Income Generating Units for Women.

(c) and (d). The details of major projects/schemes which have been formulated and are being implemented in Gujarat are given in the attached *Statement*.

## STATEMENT

Sl. No.	Scheme/Programme	Year	No. of Programmes/ projects etc.	No. of beneficiaries	Amount released
1.	Socio-Economic Programme	1993-94	23	245	Rs. 25.82 lakhs
2.	Condensed Courses of Education for Adult Women and Vocational Training Programme	1993-94	54	1350	Rs. 20.68 lakhs
3.	Awareness Generation Projects for Rural & Poor Women	1992-93	43	1075	Rs.2.54 lakhs
4.	Construction of Working Women's Hostels	As on date Since inception of Scheme	23	1039	—
5.	Short Stay Homes for Women and Girls	-do-	6	180	—
6.	DWCRA	Till 31-3-94 since inception of scheme	2675 groups	38001	Rs. 313.71 lakhs

7. IRDP	1993-94	-	31427 (Women)	x
8. TRYSEM	-do-	-	12037	x
9. Craftsman training Scheme	As on 31-3-94	8 (Girls Wings in ITI's)	613	
	-do-	3 (Aided private ITCs exclusively for women)	145	

(x) Figures of Expenditure have not been compiled separately for women beneficiaries of these programmes.

**Muzaffarpur Jail as National Monument**

4005. SHRI BIR SINGH MAHATO:  
SHRI CHITTA BASU:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any proposal to preserve the platform in the Muzaffarpur Jail (Bihar) used for hanging Khudiram Bose, as a national monument;

(b) if not, the reasons therefor; and

(c) the other steps proposed to be taken to keep alive the memory of the martyrdom of Khudiram Bose?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) No Sir.

(b) The platform does not fall under the purview of the Ancient Monuments and Archaeological Sites and Remains Act, 1958 as the historicity attached to it is less than 100 years old.

(c) The Central Government has no such proposal under its consideration at present.

[Translation]

**Pureline Poultry Breeding**

4006. SHRI GAYA PRASAD KORI:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the pureline poultry breeding programme has been started in Uttar Pradesh and Madhya Pradesh;

(b) the achievements made under this scheme so far; and

(c) the steps taken to achieve the target set under the programme?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Indian Council of Agricultural Research has taken up Pureline Breeding Programme in the States of Uttar Pradesh and Madhya Pradesh.

(b) and (c). In Uttar Pradesh four White Leghorn strains are currently under study. Results have revealed improvement for most of the economic traits both on phenotypic and genotypic levels. For meat type stock nine lines and a control population are under test. Body weight at 6-7 weeks has been fairly high for male line. The liability has also been fairly satisfactory.

In Madhya Pradesh so far three generation of study has been completed to develop dwarf broiler female line to increase the efficiency of commercial broilers.

**Production of Sugarcane**

4007. DR. P.R. GANGWAR:  
SHRI ANNA JOSHI:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of Centrally sponsored schemes being implemented to boost up the production of sugarcane;

(b) the names of States which are implementing this scheme at present;

(c) the financial assistance provided under the scheme during 1993-94 and 1994-95, State-wise;

(d) whether the Government propose to formulate any special programme for providing more technical know how to farmers to boost the production of sugarcane; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) There is no Centrally sponsored scheme being implemented so far to boost up production of sugarcane in the country.

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

(d) and (e). A Centrally sponsored scheme on sugarcane has been proposed to be implemented during the remaining period of VIII Five Year Plan. Under this scheme emphasis is proposed to be given on training to the farmers, farm workers including women on newly developed production technology,

demonstration, quality seed production, distribution of improved implements etc.

### **Environmental Project in Madhya Pradesh**

4008. SHRI RAMESHWAR PATIDAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of the environmental and forestry projects being launched in Madhya Pradesh with Central as well as foreign assistance;

(b) the extent of assistance received in each case; and

(c) the extent of progress made so far, project-wise?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). The details of the environmental and forestry projects being launched in Madhya Pradesh with central as well as Foreign assistance alongwith Financial and Physical achievements during the last three years is given in the attached *Statement*.

## STATEMENT

Sl. No.	Name of the Scheme/ Project	Broad Objective	Extent of funding by Government of India	Status	Achievement during the last 3 years 1991-92, 92-93 & 93-94	
					Financial	Physical
1	2	3	4	5	6	7
<b>Centrally-aided</b>						
1.	Development of National Parks and Sanctuaries financial assistance	To assist the State in the development of National Parks and Sanctuaries through financial assistance	100%	On-going	345.54	72 National Parks/Sanctuaries covered
2.	Project Elephant	To ensure long-term survival of elephants	100% NR 50% R	On going	17.92	Targets fixed in terms of financial releases
3.	Eco-development around National Parks and Sanctuaries	To provide alternate sustenance to communities living on fringes of National Parks	100% NR 50% R	On-going	57.86	3 National Parks/Sanctuaries covered
4.	Project Tiger	To ensure maintenance of viable population of tigers	100% NR 50% R	On-going	272.69	4 Tiger Reserves covered
5.	Beneficiary oriented scheme for tribal villages of Project Tiger areas, National Parks & Wildlife Sanctuaries	To rehabilitate the tribal and other families under Relocation Plan	100%	On-going	19.43	2 villages covered

6. Integrated Afforestation & Eco-development Scheme	To promote afforestation and eco-development	100%	On-going	1323.13	17,445 ha.
7. Area-oriented fuelwood & fodder project scheme	Augmenting supply of fuel wood & fodder in identified fuelwood deficit districts	50%	On-going	690.00	37,627 ha.
8. Seed Development Scheme	To develop infrastructure for quality seeds	100%	On-going	11.86	Targets fixed in terms of financial releases
9. Aerial Seeding	Re-vegetation in difficult and inaccessible areas	100%	On-going	31.15	3195 ha.
10. Minor forest produce including medicinal plants	Raising of minor forest produce including medicinal plants	100%	On-going	129.83	4786 ha.
11. Paryavaran Vahini Scheme	To create environment awareness through active participation of public	100%	On-going	4.99	Set up in 8 districts
12. Association of Scheduled Tribes & rural poor in afforestation of degraded forests	To associate Scheduled Tribes & rural poor in afforestation of degraded forests to improve biomass resource base	100%	On-going	31.69	354 ha.
13. Conservation & management of Bhoj Wetland	To undertake appropriate policies for conservation of wetlands	100%	On-going	198.19	Targets fixed in terms of financial releases



1	2	3	4	5	6	7
<b>Externally-aided—New Projects</b>						
14.	World Bank assisted industrial pollution prevention project	Strengthening of the State Pollution Control Boards	An amount of US \$ million is provided. The project will be implemented during 1995-2001			
15.	Strengthening of State Pollution Control Boards—Germany assisted projects	To provide equipment, Boards and civil construction for State Pollution Control Boards	The project will be started from October, 1994			

R—Recurring,  
 NR — Non-recurring.

[English]

### High yield variety of Coconut

4009. PROF. SAVITHRI LAKSHMANAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether coconut variety Laccadive ordinary and Philippines ordinary have shown consistent high yields;

(b) if so, whether these varieties have been found suitable to grow in Kerala Region;

(c) if so, whether these varieties are available to farmers on subsidised rates; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). The Laccadive ordinary selection was released as Chandrakalpa. It is a good yielder with an average yield of 93 nuts per tree per year or 18 kg Copra per palm per year. The Philippines ordinary variety is still under evaluation and it has not yet been recommended.

(c) and (d). The Laccadive ordinary seedlings are supplied to the farmers in Kerala by Lakshadweep Development Corporation and Coconut Development Board at actual price.

### Zonal Cultural Centres

4010. SHRI ANANTRAO DESHMUKH:  
SHRI PARASRAM  
BHARDWAJ:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have constituted presently an expert committee for reviewing the functioning of zonal cultural centres spread out in the country;

(b) if so, the composition and the terms of reference of the expert committee;

(c) the criteria adopted for selection of the members; and

(d) the time by which the Committee is likely to submit its report?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) yes, Sir.

The terms of reference of the High Powered Review Committee are to review the working of the Zonal Cultural Centres and suggest ways and means for their further improvement.

- (b) 1. Dr. U.R. Anantha – Chairman  
murthy
2. Shri Komal Kothari – Member
3. Shri V.K. Kitchlu – Member
4. Shri Manjeet Bawa – Member

The terms of references of the High Powered Review Committee are to review the working of the Zonal Cultural Centres and suggest ways and means for their further improvement.

(c) The members of the Committee have been selected on the basis of their eminence as well expertise in the various fields of Performing, Literary and Visual Arts.

(d) The Committee is required to submit its Report within four months.

**Derailment on Eastern Railway**

4011. SHRI RAMACHANDRA DOME: Will the Minister of RAILWAYS be pleased to state:

(a) whether the incidents of derailment of trains have become a regular phenomena in between Khana and Sainthia part of Sahibganj route of Eastern Railway these days;

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

(c) the remedial measures being taken in the this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). During April to July '94, only 2 derailments have taken place on Khana-Sainthia section of Sahibganj Loop on Eastern Railway. There was no loss of life in the two accidents. One of the accidents involved 3153 Up Gour Express and the other a goods train. The cause of the two accidents has been established as 'track deficiency'.

(c) Some of the measures being taken to eliminate such accidents are as under :—

- (i) Track renewal on Khana-Sainthia section is targetted for completion during 1994-95 alongwith the renewals of all turn-outs.
- (ii) Ultrasonic testing is being done at regular intervals for identifying track defects.
- (iii) Steps to ensure proper maintenance of track and other equipments for safe running of trains in the section.

**Pushpak Express**

4012. SHRI JAGAT VIR SINGH DRONA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Pushpak Express was late by 24 hours on June 8, 1994 and ultimately it was cancelled;

(b) if so, the reasons therefor;

(c) whether the Bombay bound passengers of this train could not get the reservation for the next day train;

(d) if so, the reasons therefor; and

(e) the steps are being taken to avoid the recurrence of such situation in future?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) yes, Sir.

(b) Abnormal late running of Up and Down Pushpak Express due to heavy rains.

(c) and (d). No passenger could be accommodated next day at Lucknow Jn. as there was no reservation available on that day in the regular train.

(e) The train was cancelled due to unavoidable reasons not within the control of Railways.

**Vocational Institute**

4013. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to set up Central Institute for Vocational Education under NCERT;

[Translation]

**Second shift in Kendriya Vidyalayas**

(b) if so, name of place selected for the purpose;

4014. DR. SAKSHIJI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(c) the type of vocational education will be provided in the said institute indicating the criteria for participation in these courses;

(a) the number of Kendriya Vidyalayas in Delhi running in second shift;

(d) whether Government propose to set up similar Institute for North Eastern Region including Sikkim; and

(b) whether the Government propose to run second shift in the Kendriya Vidyalayas in the States also;

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURAL) (KUMARI SELJA): (a) and (b). The Central Institute of Vocational Education under NCERT has been set up at Bhopal (Madya Prades) in July 1993.

(c) if so, the names of the States where second shift is proposed to be run in Kendriya Vidyalayas; and

(d) if not, the reasons therefor?

(c) Vocational education has been introduced at the + 2 level in selected schools in the country under the Centrally Sponsored Schme of Vocationalisation of Secondary Education. The Central Institute of Vocational Education undertakes research and development activities related to vocational education and provided academic and technical support to the Vocational Education Programme at the national level.

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) Kendriya Vidyalaya Sangathan has intimated that double shifting is running in 12 Kendriya Vidyalayas in Delhi.

(b) Some of the Kendriya Vidyalayas of Jammu and Kashmir, Uttar Pradesh, Bihar, Madhya Pradesh and Maharashtra are also running double shift schools in order to meet the increasing demand for admission in Kendriya Vidyalayas.

(d) No, Sir.

(c) and (d). No such proposal is at present under consideration.

(e) Does not arise.

[English]

**Environmental hazard due to Prawn Culture**

4015. SHRI RABI RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware of the environmental hazard to the coastal ecosystem due to indiscriminate prawn culture by various commercial farms on the coast of the country;

(b) if so, the details thereof;

(c) whether the Government in consultation with the Ministry of Agriculture, have formulated any guidelines in this regard;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). The Government has received a number of representations regarding prawn culture in coastal areas. These relate to adverse environmental impacts of prawn culture such as deterioration of water quality, impairment of biological diversity, decrease in fish production, soil degradation due to salinity intrusion, ground water pollution, destruction of flora and fauna and outbreak of viral diseases.

(c) and (d). The Ministry of Agriculture in consultation with concerned agencies of the Government including the Ministry of Environment and Forests and public and private sector has initiated action to prepare guidelines with respect to aquaculture farm management.

(e) Does not arise.

[Translation]

**Grants by University Grants Commission**

4016. SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the grants-in-aid provided to the various State Universities by the University Grants Commission has been curtailed during 1993-94;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to bear the expenditure of the State Universities?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) The State Universities are established by Acts of the State Legislatures and it is primarily the responsibility of the concerned State Governments to provide reasonable level of plan and non-plan grants to them. The UGC provides only development grants to the State Universities, in accordance with the prescribed norms, and that too, only for a part of their requirements.

The UGC has liberalised the scale of financial assistance to the universities for development of under-graduate/post-graduate teaching and research facilities during the 8th plan. In the 8th plan, financial assistance is provided to the

universities for extension programmes, construction of library building and women's hostels on 100% basis as against on 75% in the 7th plan; and on 75% basis for construction of all other buildings, like laboratories, class-rooms, guest houses, boy's hostel, staff quarters, teachers' hostel, etc., as against on 50% basis in the 7th plan.

### Railway Revenue

4017. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the States which give maximum revenue to Railways and the names of the States which give minimum revenue separately; and

(b) the names of the States in which the length of railway line is maximum and the names of the States where length of railway line is minimum?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Information regarding Statewise Revenue is not maintained.

(b) As per data available as on 31-3-93, the State having the maximum route length of railway line (route kilometres) is Uttar Pradesh and that having the minimum (route kilometres) is Arunachal Pradesh.

[English]

### Greeding of endangered Species

4018. SHRI BIJOY KRISHNA HANDIQU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether in view of further decline in number of the endangered species,

the Government had contemplated rehabilitation measures like breeding of these species and their re-introduction in selected sectors of their habitats: and

(b) if so, the details thereof with special reference to Musk deer in the Himalayan region, Thamins (floating deer) of Manipur and Brow-antlered deer?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). Re-introduction of captive bred endangered species in their natural habitat is a difficult process which requires perfected techniques and methodology, through research, careful planning and very strict and vigilant implementation and monitoring. There has not been any serious decline of any population of wild animal in nature which require captive breeding and release of such species in wild for saving them. We are trying to rebuild the population of the species, where they have declined through *in-situ* conservation by protecting the habitat, control of poaching and illegal trade in wildlife. However, some research programme with respect to Musk deer and Brow-antler deer to perfect the technique of the release of captive bred animals into wild is contemplated.

### Prawn Culture

4019. SHRI N. DENNIS:  
SHRI K. PRADHANI:

Will the Minister of AGRICULTURE be pleased to state:

(a) the steps taken by the Government for the promotion of prawn and shrimp cultivation in the country;

(b) how far the traditional fishermen would be benefited as a result thereof;

(c) the locations of prawn seed hatcheries set up in the country, State-wise; and

(d) the estimate annual production in each hatchery?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Some of the major steps taken by the Government are as under:-

- (i) Development of shrimp culture through establishment of Brackishwater Fish Farmer's Development Agencies (BFDA);
- (ii) Encouraging establishment of integrated shrimp farms and support facilities in the Government/ public/private sectors;
- (iii) Allowing duty free import of shrimp feed; etc.

Besides, a shrimp culture project with Kuwait Fund Assistance for development of 1500 ha. area at a cost of Rs. 75 crores and another shrimp culture project with World Bank Assistance to develop 3829 ha. of brackishwater area for the States of Andhra Pradesh, Orissa and West Bengal at a total cost of Rs. 239.87 crores has also been launched.

(b) The traditional fishermen are being encouraged through Brackishwater Fish Farmers' Development Agencies (BFDAs) sanctioned for 38 coastal districts

of the country to take up prawn culture. The BFDAs provide a package of technical, financial and extension support to all categories of fish farmers includes fishermen. During the 8th Five Year Plan a total number of 9000 families of fishermen/fish farmers under the World Bank Aided Shrimp Culture Project and about 14000 families of fishermen/fish farmers will be benefited under the BFDA programme.

(c) and (d). At present there are about 45 Prawn Seed hatcheries (Tamil Nadu-15, Andhra Pradesh-11, Kerala-8, Karnataka-3, Goa-1, Orissa-3, Maharashtra-3 and Gujarat-1) in the country with a total production capacity of about 1,000 million seed per annum.

**Allocation of Funds for Animal Husbandry and Dairying**

4020. SHRI ARJUN CHARAN SETHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the budget estimates for 1994-95 in the Animal Husbandry and Dairying sectors have been reduced in comparison to the estimates in the budget of 1993-94;

(b) if so, the details thereof; and

(c) the specific reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Yes, Sir.

(b) (in crores of rupees)

B.E. 1993-94	B.E. 1994-95
543.64	383.89

(c) The reduction in B.E. 1994-95 compared to B.E. 1993-94 is mainly due to less provision for the Delhi Milk Scheme which is proposed to be transferred to the Government of the National Capital Territory of Delhi and less receipt of foreign aid material.

[Translation]

### Production of Potato

4021. SHRI RAM PUJAN PATEL:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the information with regard to production of potato and turnips during 1992-93 and 1993-94 has been collected;

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

(c) whether the Government are contemplating to liberalise the export policy in view of high production of potato than its consumption in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). State-wise estimates of production of potato during 1992-93 are given in the enclosed *Statement*. The production estimates for potato during 1993-94 and turnips during 1992-93 and 1993-94 are not available.

(c) and (d). Potatoes are freely allowed for export under current export import policy.

### STATEMENT

#### *State wise Production of Potato during 1992-93*

Sl. State No.	Production (Thousand Tonnes)
1. Andhra Pradesh	4.9
2. Arunachal Pradesh	35.5
3. Assam	387.5
4. Bihar	1567.7
5. Gujarat	444.3
6. Haryana	174.1
7. Himachal Pradesh	150.9
8. Jammu & Kashmir	3.0



Sl. State No.	Production (Thousand Tonnes)
9. Karnataka	452.4
10. Madhya Pradesh	367.0
11. Maharashtra	64.5
12. Manipur	23.1
13. Meghalaya	153.2
14. Mizoram	1.1
15. Nagaland	23.0
16. Orissa	107.0
17. Punjab	823.0
18. Rajasthan	23.5
19. Sikkim	32.0
20. Tamil Nadu	127.5
21. Tripura	65.5
22. Uttar Pradesh	5907.6
23. West Bengal	4779.1
24. Delhi	0.6
All India	15718.0

[English]

**Reopening of F.C.I. Mill**

4022. SHRI B.N. REDDY: Will the Minister of FOOD be pleased to state:

(a) whether Miryalaguda Mill of FCI in Nalgonda district in Andhra Pradesh has been closed down since long;

(b) is so, the reasons for its closure;

(c) whether representations have been received to reopen the same; and

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

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP

NATH RAI): (a) and (b). Yes, Sir. The mill had to be closed down as its operation became uneconomical due to factors like obsolete plant and machinery, non-availability of millable paddy locally, labour and other connected problems relating to handling and transportation of paddy as well as finished products and frequent power cuts.

(c) Yes, Sir. Representations have been received for re-opening of the mill by supplying paddy purchased from the open market.

(d) Food Corporation of India has carried out a techno-economic appraisal exercise to assess the economic viability of this unit to see whether the mill could be run on supplies of paddy purchased from the open market at commercial rates. Further course of action has yet to be decided by the FCI, based on this exercise.

#### **New Sanctuaries /National Parks**

4023. SHRI MULLAPPALLY RAMCHANDRAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether some proposals are pending before his Ministry to set up new tiger reserves, sanctuaries and national parks for the protection of different wild species;

(b) is so, the details thereof indicating the area earmarked therefor, State-wise;

(c) the allocation made in each case; and

(d) the time by which the decisions are likely to be taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Under the Wild Life (Protection) Act, 1972, State Govts. are competent authorities to create National Parks and Sanctuaries in their respective jurisdiction, except in cases where areas have been leased or otherwise transferred to the Central Government.

Recently the Government of India, have approved the inclusion of Panna (Madhya Pradesh) and Dampha (Mizoram) as Tiger Reserves.

No other proposal is pending with the Ministry for creation of Tiger Reserve, National Park or a Sanctuary.

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

#### **Stoppage of Howrah-Bombay Express at Bisra Station**

4024. KUMARI FRIDA TOPNO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any proposal for providing a stoppage of Howrah-Bombay and Bombay-Howrah expresses at Bisra station under South Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reason therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) Lack of traffic justification.

**Stadia in Rural Areas**

**4025. SHRI G.M.C. BALAYOGI:**  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state;

(a) whether the Government are going to construct stadia in the rural areas in order to encourage rural sportsmen;

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

(c) the fund allocated in the Eighth Plan for the development of youth activities in the rural areas; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) and (b). The Department of Youth Affairs and Sports implements a scheme of Grants for Creation of Sports Infrastructure. State Governments/UT Administration, Local Statutory Bodies and Registered Voluntary Organisations can avail Central assistance for Creation of Sports Infrastructure,

throughout the State, including the rural areas. The construction of stadia is one of the sports facilities eligible for central assistance. The assistance is rendered on matching basis in the ratio of 50:50 subject to stipulated ceilings. In case of Hilly and Tribal blocks, Central assistance is provided upto 75% of the total cost of project subject to stipulated ceilings. Another scheme of the Department, to generate sports consciousness and mass participation in sports in rural areas, is the scheme of Rural Sports Programme. Any nodal voluntary sports club, sports centre, one in each block is given assistance for non-consumable and consumable sports equipment with one time grant upto Rs. 30,000/- Similarly another scheme of Grants to Rural Schools provides a lump-sum grant of Rs. 1 lakh to secondary/senior secondary schools for purchase of non-consumable sports equipment and development of playground.

No State-wise allocations are being made under any of the three schemes. On receipt of viable proposals from any of the States, Central assistance is released.

(c) and (d): The year-wise allocation for the years 1992-93, 1993-94 and 1994-95 is given in the enclosed *Statement*.

**STATEMENT**

	1992-93	1993-94	1994-95
1. Scheme of Grants for Creation of Sports Infrastructure	Rs. 5.24 Crores	6.24 Crores	6.35 Crores
2. Scheme of Grants to Rural Schools	Rs. 100 lakhs	106 lakhs	115 lakhs
3. Scheme of Rural Sports Programmes	Rs. 53 lakhs (non-plan)	25 lakhs	100 lakhs

**Construction of Four Lines**

4026. SHRI PANDURANG PUNDLIK FUNDKAR: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Maharashtra has requested for the construction of four lines between Boriwali and Virar on Western Railway; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir. However, quadrupling of lines between Boriwali and Virar is one of the identified rail projects for taking up under Bombay Urban Transportation Project-II (BUTP-II)

(b) Does not arise.

**Jawaharlal Nehru Sports Academy in Mysore**

4027. SHRIMATI CHANDRA PRABHA URS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to states:

(a) whether there is any proposal to set up Jawaharlal Nehru Sports Academy in Periyapatna in Mysore district;

(b) if so, whether the Government of Karnataka has agreed to provide the land required for the purpose;

(c) the amount proposed to be given to the above academy by the Union Government; and

(d) the time by which it is likely to be set up ?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) No, Sir

(b) to (d) Does not arise.

**Operation Black Board**

4028. SHRI ANANDI CHARAN DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) total amount sanctioned and released by Government to the each State for Operation Black Board;

(b) whether the Government have received any complaints of misappropriation/mis-utilisation of funds allocated under the programmes from any of the State; and

(c) if so, the details thereof and the remedial steps taken by the Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) The information is given in the enclosed *Statement*.

(b) Yes, Sir.

(c) Complaints of misappropriation of funds have been received from the States of Andhra Pradesh, Bihar, Haryana,

Rajasthan, Madhya Pradesh and Manipur and the concerned State Govts. have ordered enquiries into these complaints.

Instructions were issued to all State Governments/UTs to ensure proper utilization of the funds released.

### STATEMENT

*State-wise release of funds for the scheme of Operation Black Board (from 1987 till date)*

Sl. No.	States/UT	Rs. in Lakhs
1.	Andhra Pradesh	11394.78
2.	Arunachal Pradesh	403.68
3.	Assam	4080.08
4.	Bihar	13600.82
5.	Goa	163.53
6.	Gujarat	3548.58
7.	Haryana	616.34
8.	Himachal Pradesh	2130.39
9.	Jammu & Kashmir	1607.00
10.	Karnataka	7274.45
11.	Kerala	613.57
12.	Madhya Pradesh	7055.66
13.	Maharashtra	12542.40
14.	Manipur	276.80
15.	Meghalaya	668.43
16.	Mizoram	136.49
17.	Nagaland	107.00

Sl. No.	States/UT	Rs. in Lakhs
18.	Orissa	9939.90
19.	Punjab	1595.01
20.	Rajasthan	12678.10
21.	Sikkim	75.56
22.	Tamil Nadu	3756.55
23.	Tripura	227.24
24.	Uttar Pradesh	9165.57
25.	West Bengal	4115.12
26.	Delhi	118.37
27.	A & N Islands	12.09
28.	Chandigarh	1.17
29.	D & N Haveli	17.96
30.	Daman & Diu	1.19
31.	Lakshadweep	0.48
32.	Pondicherry	64.94

[*Translation*]

#### Procurement of Rice

4029. SHRI BHAWANI LAL VERMA:

Will the Minister of FOOD be pleased to state:

(a) whether rice is being procured by the Food Corporation of India in Madhya Pradesh by keeping the Swarna Masuri category of rice in the coarse category;

(b) whether this variety is considered a superior variety in other States;

(c) if so, the reasons for this disparity;

(d) whether the State Government had announced a higher support price for the purchase of this variety of rice during last year; and

(e) whether the State Government has requested the Union Government to fix a higher support price for the purchase of Swarna Masuri Rice?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) The variety known as "Mashuri" has been classified as 'Fine' for procurement in the State of Madhya Pradesh. The variety "Swarna Masuri" has not been classified by the Ministry for Madhya Pradesh. In the absence of classification, the non-classified varieties of rice are accepted by Food Corporation of India on the basis of length/breadth ratio of the grain of the rice stocks so offered.

(b) The variety of paddy by name "Swarna Masuri" stands classified as 'Fine' for the State of Orissa.

(c) to (e) On receipt of representation from Government of Madhya Pradesh to re-classify Swarna Masuri as 'Fine', the State Government was requested to supply authenticated samples of Swarna Masuri variety of paddy for analysis. The samples received from the State Government were found to be containing admixture of different varieties of paddy. The State Government has been asked to identify the accurate variety and send authenticated samples of Swarna Masuri variety of paddy and make the same available for the purpose of analysis and classification. Without laboratory analysis, it is not possible to change the classification from 'Common' to 'Fine'. Further necessary action will be taken on receipt of authenticated samples from the State Government. Madhya Pradesh Government, on their own, have decided to procure the Swarna Masuri variety of paddy, grown in Madhya Pradesh at the support price of Rs. 330/- per quintal, which is the prescribed rate for fine variety of paddy for the Kharif marketing season, 1993-94.

[English]

### Moral Education

4030. SHRI RAMESH CHEN-NITHALA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the proposal to introduce moral education in schools and colleges in the country has been given effect to;

(b) if so, the details thereof; and

(c) if not, when it would be started and what are its features?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). Moral Education is a holistic concept giving stress on certain fundamental values to be inculcated. Compulsory moral education presupposes that consciousness of these essential values should permeate the whole curriculum and programme of activities in the school. The cultivation of social and moral values has been dealt with as a major concern in the National Policy on Education, 1986 and the National Curriculum for Elementary and Secondary Education—A Framework brought out by the NCERT. Keeping in view the postulates enunciated in this Framework, the NCERT revised its own textbooks during 1989–92 integrating the various elements of moral education.

At the University level, the University Grants Commission has issued guidelines for restructuring of courses at the first degree level which *inter-alia*,

provide for foundation courses. The foundation courses amongst others provide for the study of growth of moral education.

### Selection of Research Scientists

4031. SHRI BALRAJ PASSI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether for selecting candidates for the posts of Research Scientists, interviews were conducted by the University Grants Commission, New Delhi on December 16, 1993;

(b) whether a part of the result has been withheld; and

(c) if so, the circumstances of not releasing the entire result?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir. According to the information furnished by the UGC, the interviews for selection of candidates for the award of Research Scientistships were conducted by the Commission on December, 15-16, 1993.

(b) and (c) The result of selection for the award of Research Scientistships in two slabs, i.e. Rs. 2300-3500 and Rs. 4000-6500 could not be announced as the two candidates, who had not been called for the interview for the said award, filed a declaratory suit in the Lower Court which granted stay, restraining the UGC from announcing the results of selection made by it in December, 1993. The UGC filed a revision petition in the High Court of Delhi against the aforesaid stay. The High Court ordered

that "the petitioner may declare the result of selection. However, two slots in the discipline of the respondents/plaintiffs shall be kept till the next date".

Subsequently, the High Court ordered on 25.3.1994 that the petitioner will call both the respondents for interview and they will withdraw the suit pending in the Court of the sub-Judge, Delhi. Accordingly, a list of 23 successful candidates was announced after reserving two slots in history which was the discipline of the respondents. The award letters were issued on 24.3.1994.

### Improvement in Trains

4032. SHRI AMAR ROYPRADHAN:  
SHRI DWARAKA NATH DAS:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of representations received from the Members of Parliament during last six months regarding improvement in passenger facilities including catering services provided in Darjeeling Mail/Brahmaputra Mail and newly introduced Rajdhani Express between New Delhi and Guwahati;

(b) whether there is also a demand to increase the reservation quota at Guwahati, New Jalpaiguri and Barak Valley in Assam in Rajdhani Express; and

(c) if so, the action taken by the Government thereon?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No



such representation has been received during the last 6 months.

(b) Yes, Sir.

(c) Rajdhani Express to Guwahati has been introduced only recently and as such at present there is no proposal to provide additional quotas.

### **Navyug Schools**

4033. SHRI PHOOL CHAND VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received representations from the class IV employees including SC/ST employees of Navyug Schools under the control of NDMC in regard to non-availability of basic service infrastructure;

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

(c) the remedial steps taken by the concerned authorities in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE)(KUMARI SELJA): (a) to (c). According to the information furnished by NDMC, one representation has recently been received by the Navyug School Educational Society for non-issuance of uniform. The Governing body of the Society has already taken a decision to provide uniform to all Class IV employees. Instructions to this effect have been issued to the heads of the schools.

### **Jagannath Sanskrit Vidyalaya, Puri**

4034. SHRI K. PRADHANI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the steps taken by the Government for the upgradation of Jagannath Sanskrit Vidyalaya at Puri; and

(b) the amount of financial assistance given by Kendriya Sanskrit Sansthan for its development during 1993-94?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) There is no such institution on the Grants-in-Aid list of the Government. However, an institution with the name of Sri Jagannath Vaidik Sikshanusthana, Puri, to which grant is being given by Government as a Voluntary Organisation has sent a request for recognising their institution as a Ved Pathshala.

(b) The Govt. has given a grant of Rs. 21,600/- during 1993-94 to the Sri Jagannath Vaidik Sikshanusthana, Puri under the scheme of financial assistance to Voluntary Sanskrit Organisations.

### **Deemed Universities**

4035. SHRI RAM NIHOR RAI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the institutions in the country which have been given the status of deemed universities indicating the names of the courses conducted by them; and

(b) the names of the institutions which have submitted applications seeking the status of deemed universities and the number of applications which were pending as on April, 1994?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). The information is being collected and will be laid on the Table of the House.

#### **Exclusion of Tax payers from P.D.S.**

4036. SHRI ANNA JOSHI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the names of the States where Income-tax payers have been excluded from the purview of the public distribution system; and

(b) the saving in subsidy every month as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). As per the present policy of the Government, access to the PDS is universal in nature. The operational responsibility for implementing the Public Distribution (PDS) including determination of entitlements, eligibility criteria etc. rests with State Governments/Union Territory Administrations. The Governments of Gujarat, Haryana and Rajasthan have reported that Income Tax payers have

been excluded from access to foodgrains through Public Distribution System.

The allocation of foodgrains to these States have not been reduced. The intention behind excluding income tax payers from supply of foodgrains through PDS is to ensure larger and more meaningful quantities to the needy and deserving section of the population. Therefore, there is no reduction in subsidy on account of this decision.

#### **Railway Land**

4037. KUMARI SUSHILA TIRIYA:  
SHRI GURUDAS KAMAT:  
SHRI P. KUMARASAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided to undertake afforestation on the Railway land presently lying vacant with participation of private parties;

(b) if so, the details thereof; and

(c) the land area in Tamil Nadu earmarked under the scheme?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The decision to involve private parties, specially Industries which use wood and wood pulp as raw material, for afforestation of suitable stretches of railway land lying between stations, is to achieve greater plantation and better aftercare and survival of saplings at no cost to the Railways, but with a share of the profits from harvesting of matured trees coming to the Railways.

(c) Action has been taken in hand to identify suitable stretches of land, but no area has yet been earmarked for the Scheme.

### **Model Fair Price Shops**

4038. SHRI UDAY SINGRAO GAIKWAD: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether some Model Fair Price Shops have been set up in Delhi;

(b) if so, the details thereof, location-wise, timings of functioning and the items being sold on these shops;

(c) whether these Model Fair Price Shops have been issuing fair price shops items to all card-holders irrespective of their residence in Delhi;

(d) whether sugar stock was not available with Model Fair Price Shop at 'Aapurti Bhawan' till August 13, 1994 despite deposit of necessary amount in July, 1994;

(e) whether quota of sugar of the Model Fair Price Shop at Aapurti Bhawan has been reduced during August, 1994 if so, the reasons therefor; and

(f) the steps taken by the Government to ensure the availability of P.D.S. items?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN

AHMED): (a) to (f) : The Government of National Capital Territory (NCT) of Delhi has reported that three Model Fair Price Shops (FPSs) are functioning at Aram Bagh, Rohini and Civil Lines. It has been reported that these Fair Price Shops are issuing wheat, rice and sugar to all card holders irrespective of their place of residence any where in Delhi. The Government of NCT of Delhi has further reported that the model FPSs function from 9.00 a.m. to 7.00 p.m. They have also reported that sugar stock was not available with Model Fair Price Shop at Aapurti Bhawan (Aram Bagh) till 13th August, 1994 despite deposit of amount in July, 1994. They have further confirmed that the quota of sugar to this FPS was reduces during August, 1994 on the basis of their lifting during the preceding month. The Government of NCT of Delhi have advised the Delhi State Civil Supplies Corporation to lift sugar from those FCI godowns, where stocks may be available.

### **Kerosene Depots**

4039. SHRI P.C. CHACKO: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether State Government of Kerala has requested for setting up of new Kerosene wholesale depots at places where existing ones have stopped functioning;

(b) if so, the details thereof;

(c) whether the Government propose to take up the issue with concerned Union Government Departments for redressal of grievances of consumers of Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) No, Sir.

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

### **Illegal Hunting**

4040. SHRI PARASRAM BHARDWAJ: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware of the incidents of illegal hunting of wild animals in Orissa particularly in the Simlipal National Park during the last one year;

(b) if so, the details thereof; and

(c) the steps taken by the Government to check hunting of wild animals in the State?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir.

(b) As reported by Chief Wildlife Warden, Government of Orissa, total number of cases of illegal hunting and poaching during 1993-94 is as follows:

(a) Simlipal National Park      15 Nos.

(b) Other protected areas      41 Nos.

Some of the cases have been filed in the Court of Law while in some other cases, offenders could not be identified.

(c) The steps taken by the Govt. to prevent illegal hunting of wild animals include:

1. Mobile patrolling through out day and nights in vulnerable areas.
2. The villagers in and out the protected areas are being educated (by mass contact, conducting awareness camps, meetings and distribution of leaflets in local languages etc.) to assist the forest officials in nabbing offenders.
3. By connecting the remote areas, beat/section headquarters with VHF sets for quick transmission of information on wildlife offence cases.
4. Deployment of Armed Police Reserve Force whenever necessary.
5. Imposing restriction on entry into protected areas.

### **Eco-Labeling**

4041. SHRI SANAT KUMAR MANDAL: Will the Minister of ENVIRONMENT AND FORESTS be pleased to refer to the reply given to Unstarred Question No. 2681 on March 15, 1994 and state the stage at which the matter regarding Eco-labelling of Food Additives under the scheme on labelling of environment friendly products stands at present?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): The criteria for Eco-labelling of Food Additives under

the Scheme on Labelling of Environment Friendly Products was finalized by Technical Committee and the draft notification has been published *vide* G.S.R. Nos. 67(E) and 68(E) dated 15th February, 1993. The final notification will be issued after approval of the Steering Committee.

### **Doubling of Track**

4042. SHRI PROBIN DEKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to double the track between New Bongaigaon and Guwahati;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) A new line is under construction between Jogighopa and Guwahati which will be completed in 1996-97 and will provide second line between New Bongaigaon and Guwahati, thereby avoiding the need for doubling between these two stations.

[*Translation*]

### **Train Services in Ratlam**

4043. SHRI SATYNARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received for expansion of passenger

train services in Ratlam Division during the current year;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Representations for extension of 106/107 Indore-Ujjain Passenger to Nagda and 129/126 Ajmer-Nasirabad Shuttle upto Bijainagar were received from Shri S.N. Jatiya, MP and Shri Krishan Gopal Kogta, MLA, respectively.

(c) The extension of 106/107 Passenger upto Nagda is under consideration. However, extension of 129/126 Ajmer-Nasirabad Shuttle upto Bijainagar has not been found commercially justified.

[*English*]

### **A.H. Wheeler and Co.**

4044. SHRI SYED SHAHABUDDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether at the time of renewal of the agreement with A.H. Wheeler & Co. bids from other parties were invited, received and considered for all 258 Railway stations collectively or for each separately; and

(b) if so, the reasons for the grant of the contract to A.H. Wheeler & Co.?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

### Super Bazar

4045. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the margin of profit is higher in Super Bazar than in Kendriya Bhandar;

(b) if so, the facts thereof;

(c) whether Super Bazar has stopped publishing weekly comparative prices of some items as was done in the past;

(d) if so, the reasons thereof; and

(e) from which date the Super Bazar has stopped publication of prices and by when publication of the same would be resumed?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Super Bazar and Kendriya Bhandar are two different organisations having separate purchase policy and source of purchase. These institutions fix their margin of profit keeping in view the cost of the goods and their overheads.

(c) No, Sir.

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

### Training centres for ICDS Functionaries

4046. SHRI S.B. SIDNAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of training centres established for ICDS functionaries in Karnataka;

(b) whether these centres are proposed to be established in Belgaum and Dharwad districts;

(c) if so, the details thereof;

(d) the number of balwadis sanctioned for the above two districts so far; and

(e) the criteria adopted for establishing balwadis in backward districts of the State?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): (a) 26 Anganwadi Workers Training Centres (AWTCs) and 2 Middle Level Training Centres (MLTCs) are functioning in Karnataka and imparting training to Integrated Child Development Services (ICDS) functionaries. Regional Centre of National Institute of Public Cooperation & Child Development (NIPCCD) at Bangalore is also imparting training to Child Development Project Officers.

(b) and (c). There is no proposal for establishment of new AWTCs or MLTCs in the districts of Belgaum and Dharwad. However, there is an AWTC functioning in each of these two districts.

(d) There are 17 and 26 Balwadis sanctioned in the districts of Belgaum and Dharwad respectively.

(e) The Balwadi Nutrition Programme is a non-expanding programme and no new Balwadis are being set up. The implementing agencies have been instructed to ensure that Balwadis functioning in a block, where an ICDS project has been sanctioned, should get shifted to non-ICDS areas.

[Translation]

**Birth place of Mahatma Gandhi**

4047. SHRI CHANDRESH PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Archaeological Survey of India has suggested for demolition of Kirti Mandir building constructed on the premises of the birth place of Mahatma Gandhi;

(b) if so, the reasons therefor; and

(c) the reaction of the local people of Gujarat on these suggestions?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

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

[English]

**Transfer policy for staff of Kendriya Vidyalayas**

4048. SHRI R. SURENDER REDDY: Will the Minister of HUMAN

RESOURCE DEVELOPMENT be pleased to state:

(a) whether the transfer policy is followed uniformly by the Kendriya Vidyalaya Sangathan;

(b) whether the exceptions, if any made by the Sangathan in this regard, are brought to the notice of his Ministry;

(c) the number of cases where the principles of the policy were not followed during the last three years indicating the reasons therefor;

(d) whether the All India Kendriya Vidyalayas Teachers Association has recently opposed the Kendriya Vidyalaya Sangathan's move to introduce five year transfer policy;

(e) if so, the details thereof. and

(f) the reaction of the Government on the demands of the Association?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Kendriya Vidyalaya Sangathan has intimated that the transfer guidelines are followed while effecting transfer in all cases.

(c) Does not arise.

(d) Kendriya Vidyalaya Sangathan has presently no proposal to introduce five year transfer policy for teachers.

(e) and (f). Does not arise.

[Translation]

### Mobile Science Exhibitions

4049. SHRI DATTA MEGHE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the place where mobile science exhibitions have been organised by the National Science Centre in Maharashtra; and

(b) the purpose thereof and the amount spent thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Nehru Science Centre, Bombay and Raman Science Centre, Nagpur, the constituents

Units of the National Council of Science Museums, organised Mobile Science Exhibitions through their Mobile Science Exhibition Units in various districts of Maharashtra. A *Statement* giving the names of places where Mobile Science Exhibition Units visited is attached.

(b) The main purpose is to deliver the message of science at the door of the Rural community. Mobile Science Exhibition Units present themes which have relevance to the rural community. It is organised to motivate people, especially in the rural areas, to delve into the mysteries of science, helping them to learn the relation between science and everyday phenomena.

An amount of Rs. 19.97 lakhs has been spent on 3 Mobile Science Exhibition Vehicles including cost of Exhibits.

### STATEMENT

#### Pune District

Pune, Indapur, Bhigwan, Wal Chandnagar, Daund, Rajgurunagar, Lonawala, Phalten, Talegoan, Dabhade, Mandarne, Jejuri, Dehu Road, Pavananag Bavda. Bhor, Khadaki, Kirkee, Sirur, Baramati, Sakrapur, Morgao, Khed. Junner, Ghodandi, Chakan, Wadgaon, Pimpri, Ralegaon Sidhi Saswad Masrapur.

#### Satara District

Kared, Satara, Walva, Gandavale, Mahabaleshwar, Wai, Kudal, Nagothane, Tarle, Kasheel, Patan, Umbraj, Masoor, Wathar, Dundh, Badaj, Koregaon, Pimpode, Khandala, Shirval, Surur, Gulumb, Panchgan, Bhuinj, Shenore, Athith, Kashil.

#### Sangli District

Sangli, Atpadi, Shiralla, Islampur, Vita, Jat.

#### Kolhapur District

Gandhinga, Hajra, Kolhapur, Chandgodh, Shahuvadi, Varnanagar, Murgud, Adkur, Kogal, Jaysinghpur, Ichalkaranji, Bahubali.



**Sindhudurg District**

Swantwadi, Kanakawali, Deogadh, Malwan Kudal, Kharepatan.

**Ratnagiri District**

Rajapur, Ratnagiri, Chiplun, Mandangao, Guhagarh, Lanja, Sangmeshwar, Khed, Sawarde, Hedvi, Dapoli, Kelshi.

**Raiged District**

Mahad, Bhira, Aligbag, Rasayani, Khalapur, Saswane, Mangaon, Goregaon, Karjat, Varandh, Chowd, Pen, Deole, Uren, Ajivali, Sheelphate, Ali Baug, Khandale, Poynad, Nagothane, Pali, Roha, Murud, Kulad, Tale, Shreevardhan Paladpur, Panvel, Vavoshi, Jambulpade, Dive Agar, Gho Sale, Nandgaon, Roha, Sudkoli, Nagoan, Revdanda, Palaspe, Nere.

**Nasik District**

Malegaon, Satane, Igatpuri, Nasik, Niphad, Yeola, Deolali, Handvad, Nandgaon, Deolali Ozar, Ghuti, Nasik Road, Sinnar, Asalgaon, Monmed, Kalvan, Vani, Dindori, Tryambakeshwar, Taharabad, Ravalgaon, Saundane, Vinchur, Pimpalgaon, Ghondo.

**Aurangabad District**

Aurangabad, Gangapur, Ellora, Sillod, Ajanta, Vaneg, Khultabao, Kanned, Khandale, Vaijapur, Gangapur, Ghatnandra, Latnur.

**Jalna District**

Jalna, Partur, Shahgad, Ambad, Mantha, Ner, Jaffarbad, Mahora, Bhokardan, Badnapur.

**Prabhani District**

Jintur, Parbhani, Hingoli, Gangakhed.

**Beed District**

Parali Vajjanath, Beed, Georai, Majalgaon, Ambajogai, Parli, Ashti, Patoda, Kaij, Boleshwar, Vadavani.

**Latur District**

Latur, Udgir, Waigaon, Ahmedpur, Kingaon, Chakur, Murud, Bhatangali, Nalegaon, Sirpur Tajband, Ekurka Road, Shirol Janpur, Deoni BK, Nilanga, Ausa, Khilari, Kharosa, Belkund, Nitoor, Kasarsirsi, Shirol, Deoni, Handarguli, Nalgir, Bhatangali, Bargaon.

**Osmanabad District**

Osmanabad, Parandale, Bhoom, Terkheda, Yermade, Kolamb, Tadavle, Dhoki, Umerge, Jalkot, Ashta, Tuljapur, Sonari, Washi, Massa, Wadgaon, Mangrur, Andur, Gunjoti, Naldurg.

**Solapur District**

Solapur, Pandharpur, Sangola, Ashti, Mangalvedha, Shivne, Kurduwadi, Barsi, Akkalkot, Mhal, Temburni, Karmala, Bhose, Madha, Akluj, Malsires.

**Dhule District**

Songir, Shripur, Dhule, Sakri, Prakasha, Nandurbar, Balapur, Sindkheda, Donaiche, Shahada, Taloda, Navapur, Taharabad.

**Vardha District**

Vardha, Sevagram Arvi.

**Nagpur District**

Nagpur, Kondhali, Kachari Savanga, Hinganghat, Pandhar Kawada, Bhivapur.

**Bhandara District**

Bhandara, Pawani, Bramhapur.

**Chandrapur District**

Chandrapur, Warore, Shindewadi.

**Yavatmal District**

Yavatmal, Digras, Pusad, Darwha, Chikhali, Waini, Kelapur.

**Nanded District**

Nanded.

**Ahmednagar District**

Shevgaon, Ahmednagar, Shrirampur, Sangammer, Shrigonda, Perner, Navasa, Akola, Bhalvani, Ashoknagar, Tasgaon, Pathardi, Ruichettisi, Mirajgaon, Mahijalgaon, Jamkhed, Adhalgaon, Belvandi, Supa, Kopargaon Karjat, Adhalgaon.

**Thane District**

Pokharan, Chinchani, Dahanu, Kosbad, Bordi, Dahanu, Ambamath, Ulhasnagar, Kalyan, Vasai, Vashi, Palghar, Tarapur, Narpol, Agar, Talesari, Wada, Nirmal Arnala, Kanher, Safale, Agarwadi, Kelva, Tarapur, Mahagaon, Vangaon, Ramshet, Chikhale, Kasa, Vikramgad, Sakhre, Jawahar, Khodala, Parali, Konghad, Kone, Khanivali, Thane Bhivandi, Vashind, Shahpur, Atgaon, Asangaon, Shenwa, Dolkhamb, Kinhavali, Talegaon, Takavade, Saralgaon, Sasane, Murbad, Badalapur, Manda, Raite, Mimbra, Malyan, Navpada, Wada, Pokharan, Narnad, Vashi Kalva, Virar, Vijreshwari, Manor, Kasara.

**Jalgaon District**

Jalgaon, Bhusawal, Malkapur, Amalner, Parola, Erandol, Dharangaon, Chalisgaon, Dhadgaon, Chopda, Vawal, Rawer, Varangaon, Jammer, Dahiwad, Adavad, Edalated, Dedvad, Fattepur, Mehumbare, Kasode, Pachora, Shenduri, Pahur, Neri.

**Akola District**

Akola, Murtijapur, Balapur, Karanja, Mangarulpur, Washim, Malegaon.

**Amravati District**

Daryapur, Amravati, Badnere.

**Duldhane District**

Chikhali, Deoulgaon, Raja, Khamgaon, Duldhane, Lonar.

**Oil Seeds Crushing Units**

4050. SHRI NITISH KUMAR:  
SHRI GUMAN MAL  
LODHA:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the installed capacity of oil-seeds crushing industry is more than the production of oil seeds in the country; and

(b) if so, the installed capacity of oil-seeds crushing industry as on June 30, 1994?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir.

(b) As a result of delicensing of the Vegetable Oil Industry with effect from 25th July, 1991, no authentic information about the installed capacity of crushing

of oilseeds in the country is available. As per available tentative information, the installed capacity seems to be around 350 lakh MT in terms of oilseeds.

[English]

### Production of Cotton

4051. SHRI MANIKRAO HODLYA  
GAVIT:  
SHRI SURENDRA PAL  
PATHAK:

Will the Minister of AGRICULTURE be pleased to state:

(a) the production of cotton during 1992-93 and 1993-94, State-wise and Staple-wise;

(b) whether the Government have noticed any shortfall in the production of cotton during the above period;

(c) if so, the extent to which it has fallen short alongwith the reasons therefor; and

(d) the target set to raise the production of cotton by the end of Eighth Plan alongwith total area likely to be

covered under cotton cultivation during Eighth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) State-wise and Staple-wise production of cotton during 1992-93 and State-wise production of cotton for 1993-94 is given in the enclosed *Statement*. Staple-wise production of cotton for the year 1993-94 is yet to be recieved from the States.

(b) and (c) Production of cotton during 1992-93 was a record at 11.58 million bales of 170 kgs. each. During 1993-94 also the production is close to this level and much higher than that in 1990-91 and 1991-92.

(d) The target set for the Eighth Five Year Plan ending 1996-97 for production of cotton is at 14 million bales of 170 kgs. each the Plan envisaged to increase the production only through increase in productivity rather than the expansion of area from the existing level of coverage under cotton at 7.5 million hectares.

### STATEMENT

*State-wise and Staple-wise production of Cotton during 1992-93 and State-wise production of Cotton during 1993-94*

(*'000' bales of 170 kgs. each*)

State	1992-93					1993-94	
	Superior Long	Long	Superior Medium	Medium	Short	Total	
Andhra Pradesh	781	—	123	—	290	1194	1368
Gujarat	1271	53	619	45	—	1988	1800

State	1992-93					Total	193-94
	Superior Long	Long	Superior Medium	Medium	Short		
Haryana	—	—	1276	—	130	1406	1300
Karnataka	796	29	150	—	—	975	975
Madhya Pradesh	40	9	180	7	125	361	412
Maharashtra	204	865	435	—	304	1808	2504
Punjab	—	—	2173	—	141	2314	1727
Rajasthan	—	—	661	28	327	1016	839
Tamil Nadu	284	—	188	—	—	472	421
Others	3	—	22	1	23	40	50
All India	3379	956	5827	81	1340	11583	11396

### Panorama Project

4052. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government have agreed to start a panorama project at Kurukshetra for giving visual facts of Krishna's life and the Geeta;

(b) if so, the salient features of the project; and

(c) the estimated expenditure to be incurred thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF

CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) The project will highlight the state of science, technology, environment and ecology in ancient India as learnt from the Vedic and post Vedic Literature.

(c) A sum of Rs. 5 crores has been estimated for the first phase of the project with an additional provision of Rs. 5 crores for complete Air-Conditioning.

[Translation]

### Prakash Tandon Committee

4053. SHRI CHHEDI PASWAN:  
SHRI LAL BABU RAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the date on which the report was submitted by Prakash Tandon Committee;

(b) the details of the action taken/ being taken in this regard; and

(c) the time by which Government propose to implement the accepted recommendations?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The Committee submitted its report in March, 1994.

(b) and (c). Recommendations pertaining to unification of recruitment of Group 'A' services; devolution of powers to Zonal Railways; Capital restructuring & introduction of cost and profit centres have been accepted in principle. High level committee have been set up to work out the modalities and procedures for their implementation. A time fram will be determined thereafter.

### **Milk Fish**

4054. PROF. K.V. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the availability of milk fish (chaous chaous) at the Indian Coast is declining;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Government to repopulate this high price fish through captive breeding?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL

ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). The Central Marine Fisheries Research Institute (CMFRI) which keep records of fish landings informed that they do not have any production data on this fish separately as the fish contributes very little in the marine capture fishery of India.

(c) As per the information provided by CMFRI attempts to develop brood stock and breeding of milk fish in captivity were carried out till 1987 without any success. At present, there is no programme by the Government to replenish the milk fish population in nature through captive breeding.

*[Translation]*

### **Foodgrains Stock**

4055. DR. MAHADEEPAK SINGH SHAKYA:  
SHRI GUMAN MAL LODHA:

Will the Minister of FOOD be pleased to state:

(a) whether the Food Corporation of India has procured foodgrains produced during Rabi crops till June, 1994;

(b) if so, the quantum of wheat and rice available in the godowns of the Food Corporation of India by the end of June, 1994;

(c) whether due to adequate availability of the foodgrains the Government are considering to export wheat and rice;

(d) if so, the economic cost of wheat and rice procured by Food Corporation of India during 1993-94;

(e) whether the economic cost of the Food Corporation of India would be met by export of wheat and rice; and

(f) if not, the facts in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) The quantum of wheat and rice stored in the godowns of the Food Corporation of India in the Central pool at the end of June, 1994 (P) was as given below :—

Wheat	—	94.47 *Lakh MT
Rice	—	132.60 Lakh MT

P—Provisional

\*Excluding 69.70 lakh MTs of wheat held by state agencies in Punjab and Haryana on behalf of Central Account.

(c) to (e). No decision has yet been taken to export the foodgrains (wheat and rice) from the Central Pool. The economic cost of wheat and rice for the year 1993-94 (RB) is as follows:—

Wheat	—	Rs. 59.40 (per quintal)
Rice	—	Rs. 687.46 (per quintal)

[English]

### Stoppage of Rajdhani Express

4056. SHRI ANIL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the operational stoppage of Howrah-New Delhi Rajdhani Express at Jhajha has been replaced by a halt at madhupur; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Public demand.

### Technical Cooperation

4057. SHRI S.M. LALJAN BASHA:  
SHRI SANAT KUMAR  
MANDAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have urged FAO to change and revamp its programme of "Technical Cooperation" in developing countries;

(b) if so, the response of FAO thereto;

(c) whether scientists from ICAR have also objected to expensive FAO consultancy projects;

(d) if so, the details thereof; and

(e) the benefits accruing to India from FAO's consultancy scheme?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (e). The Government has not urged the Food and Agriculture Organisation (FAO) to change and revamp its programme of Technical Cooperation among Developing Countries

(TCDC), nor have scientists from the ICAR objected to FAO consultancy projects. However, the FAO, with a view to foster and enhance technical cooperation among developing countries so that there is greater utilisation of existing expertise, has sponsored a new scheme concerning the use of experts for TCDC. Under this scheme the FAO would meet the cost involved in deputing technical experts among developing countries by reimbursing to the releasing Government the cost of international airfare, internal travel, medical insurance, contribution towards salary of the expert and payment of a daily allowance. The country receiving the expert would only be obliged to meet the expenditure on local hospitality.

Under the TCDC scheme, generally, the expenditure on international travel is borne by the sending country while the receiving side bears the cost of local hospitality on the experts/consultants. The new scheme would be beneficial to India as it proposes to provide financial support, enabling a larger number of Indian scientists and experts to be deputed to other developing countries and also allow their counterparts to come to India for sharing technical knowledge and expertise.

### **Recruitment in Universities**

4058. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to introduce a new system for selection of high ranking officials *i.e.* principals and faculty members in various affiliated Colleges and Universities;

(b) if so, the details thereof;

(c) whether any cases of irregularities in the selection of such posts in colleges affiliated to Delhi University have come to the notice of the Government during 1993 and 1994 till date; and

(d) if so, the corrective measures proposed to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

### **Agricultural Development**

4059. SHRI PRAKASH V. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any financial aid has been received from international financial institutions for the development of and research in agriculture in Madhya Pradesh and Maharashtra during 1992-93, 1993-94 and 1994-95;

(b) if so, the details thereof; and

(c) the allocation made by way of internal/external assistance to each State during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI



ARVIND NETAM): (a) and (b). Yes, Sir. The World Bank has provided assistance for implementation of the two projects namely Pilot Project on Watershed Development in Rainfed Areas and National Agriculture Research Project-II in Madhya Pradesh and Maharashtra during 1992-93, 1993-94 and 1994-95. The Pilot Project on Watershed Development in Rainfed Areas terminated on 31-12-1993. The other project namely National Agriculture Research Project-II will terminate on 30-6-1994.

(c) Information in this regard is being collected.

#### Boiled Rice in Kerala

4060. SHRI KODIKKUNNIL SURESH: Will the Minister of FOOD be pleased to state:

(a) the allotment of boiled rice to Kerala during 1994;

(b) whether Government of Kerala has requested to enhance the quota of boiled rice during the Onam Season; and

(c) if so, details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Against the allotment of 9.0 lakh MTs of rice to Kerala, the State Government, has lifted about 5.14 lakh tonnes of rice including 3.61 lakh MTs of boiled rice during January to June, 1994.

(b) No, Sir.

(c) Does not arise.

[Translation]

#### Delicensing of Sugar Industry

4061. SHRIMATI PRATIBHA DEVISINGH PATIL:  
SHRI DHARMANNA MONDAYYA SADUL:  
SHRI AMARPAL SINGH:  
SHRI GOVINDRAO NIKAM:  
SHRI JAGMEET SINGH BRAR:

Will the Minister of FOOD be pleased to state:

(a) whether the Government have constituted a committee on delicensing of sugar industry;

(b) if so, whether the committee has given its recommendations;

(c) if so, the details thereof;

(d) the reaction of the Government thereto; and

(e) the time by which the report is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) No, Sir.

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

#### Conference of International Sugar Organisation

4062. SHRI GUMAN MAL LODHA:  
SHRI NITISH KUMAR:

Will the Minister of FOOD be pleased to state:

(a) whether any conference of International Sugar Organisation was held recently;

(b) if so, the details of the discussion held therein;

(c) whether any representative from India had attended this conference;

(d) whether any attempts to take loan for sugarcane development was made in the conference; and

(e) if so, the details and outcome thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). Yes, Sir. The Fifth session of the International Sugar Council of International Sugar Organisation was held in the month of May, 1994 at London, which was attended by Chief Director (Sugar) on behalf of Government of India.

During the session, the sugar situation in the world was discussed. Some of the Member Countries made statements on their National Sugar Policies. A workshop was also organised on General Agreement on Tariffs and Trade (GATT). Market Evaluation, Consumption and Statistics Committee submitted its report on sugar statistics of the world.

(d) and (e). No loans are given by the International Sugar Organisation for sugarcane development. However, two projects on sugarcane submitted by India in 1992 had earlier been sponsored by the International Sugar Organisation for funding from the Second Account of the Common Fund for Commodities. Later on, one of the projects was withdrawn

on account of procedural difficulties in its mode of implementation. The other project is being recast keeping in view the observations of the Common Fund for Commodities.

[English]

### **Super Bazar**

4063. SHRI CHHITUBHAI GAMIT: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether working timings in Super Bazar are from 9.00 to 7.00 and 10.00 to 6.00 p.m.;

(b) whether the staff is accustomed to come late and go early; and

(c) if so, what steps are taken to enforce punctuality?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Super Bazar has reported that for branches and departmental stores, the working hours is generally from 10.00 a.m. to 7.00 p.m. In addition one medical store outlet functions from 9.00 a.m. to 9.00 p.m. while 6 medical outlets attached to major hospitals and one at Connaught Circus function round the clock. Besides this 4 branches function from 9.30 a.m. to 6.30 p.m. and one branch from 9.00 a.m. to 6.00 p.m. The administrative wing at the head quarters and corporate office function from 10.00 a.m. to 6.00 p.m.

(b) No, Sir.

(c) Does not arise.

[Translation]

### Training Complex of FCI, Gurgaon

4064. SHRIMATI SURYAKANTA  
PATIL:  
SHRI S.N. VEKARIA:

Will the Minister of FOOD be pleased to state:

(a) the date on which construction work on the training complex of FCI was actually started in Gurgaon (Haryana);

(b) the present position of the construction work being executed therein; and

(c) the time by which the construction work of the training complex is likely to be completed and commissioned?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) The construction work on training complex of the Food Corporation of India started on 8th February, 1994.

(b) Out of 9 wings in the main Institute building, works in respect of 2 wings have reached the roof level. The works are at various stages of progress in the ground floor (in respect of the balance 7 wings). The works have come up to the 1st floor level in the hostel block;

(c) The construction work of the training complex is likely to be completed and commissioned by December, 1995.

### Gauge Conversion between Ara and Sasaram

4065. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken steps for laying broad gauge line between Ara and Sasaram; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Updating of the Preliminary Engineering-cum-Traffic Survey from Ara to Sasaram has been taken up.

[English]

### National Commission on Agriculture

4066. PROF. PREM DHUMAL:  
SHRI DATTATRAYA  
BANDARU:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Commission on Agriculture has recommended for an integrated set up for agriculture development both at the Centre and States;

(b) if so, the steps taken to implement the recommendations;

(c) whether the Government are aware that there is no coordination among the Centre, States and other organisations; and

(d) if so, the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). The National Commission on Agriculture has recommended for Integrated set up including *inter-alia* the establishment of planning units at the Centre and the States for formulation, coordination and evaluation of the plans in order to achieve overall agricultural development. Both the Centre and most of the State Governments have set up planning units for the formulation and coordination of overall agricultural policy.

(c) and (d). Coordination between Departments within the Ministry of Agriculture at the Centre and between Centre and States is a continuing process and forms a basic condition for effective implementation of the national development plans. Wherever lacunae have been observed, timely remedial measures have been taken.

### **New Zones of Railways**

4067. SHRI MOHAN RAWALE:  
SHRI RATILAL KALIDAS  
VARMA:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 100 on the February 22, 1994 regarding New Zones of Railways and state:

(a) whether a decision has since been taken for the creation of Zones and Divisions of Railways;

(b) if so, the details thereof; and

(c) if not, the time by which a decision in this regard is likely to be taken?

THE MINISTER OF RAILWAYS (SHRI C.K.JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) The matter relating to creation/reorganisation of zones is presently under study and examination and a final decision will be taken after the study is completed.

[*Translation*]

### **State Eligibility Test**

4068. SHRI TEJSINGHRAO BHONSLE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are aware that the University Grants Commission has given permission to the State Governments to hold (State Eligibility Test) examination to select lecturers for appointment in colleges;

(b) if so, the details thereof and the names of the States which have been given permission;

(c) whether SET examination would be conducted in regional languages;

(d) whether the lecturers who qualify the SET examination would be given appointments in the colleges in other States; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE

DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) The UGC has accredited the tests for eligibility for lectureship of the following States:

1. Andhra Pradesh
2. Sikkim
3. Arunachal Pradesh
4. Rajasthan
5. Punjab
6. Karnataka

The following States are preparing to conduct in test for eligibility for Lecturership:—

1. Haryana
2. West Bengal
3. Kerala
4. Bihar
5. Maharashtra

(c) Yes, Sir.

(d) Anyone who qualifies the SET examination would be eligible to be considered for the post of lecturer in any State of the country.

(e) Does not arise.

#### **Fisheries in Reservoirs**

4069. DR. LAXMINARAYAN PANDEYA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Fisheries Development Department of Madhya Pradesh had submitted five schemes for fisheries in reservoirs to the Government in February, 1994;

(b) if so, the details thereof and the time by which approval is likely to be accorded by the Government to these schemes;

(c) whether the Government have also received such proposals from other States; and

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

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No proposal consisting of five schemes for fisheries in reservoirs has been received from Madhya Pradesh Government during February, 1994.

(b) Question does not arise.

(c) No proposals for fisheries in reservoirs have been received from other States-also.

(d) Question does not arise.

[English]

#### **Cooperative Warehousing Corporations**

4070. DR. VASANT NIWRUTTI PAWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is enquiring into the working of cooperative

warehousing corporations in different States;

(b) whether some cooperative warehousing corporations with European Economic Community's assistance are not giving the desired results;

(c) if so, the reasons therefor; and

(d) the steps the Government propose to take to improve the working of these cooperative warehousing corporations?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) There is no cooperative warehousing corporation either at Central level or in the different States. There are however a Central Warehousing Corporation and 16 State Warehousing Corporations operating under the Warehousing Corporations Act 1962.

(b) The Central Warehousing Corporation or the State Warehousing Corporations have not obtained any assistance from European Economic Community.

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

#### **Rail-Tracks between Delhi and Saharanpur**

4071. SHRI CHINMAYANAND SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have conducted a survey in regard to doubling of the rail tracks between Delhi and Saharanpur;

(b) if so, the time by which the work is likely to be started; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) Double/multiple lines exist between Delhi and Muradnagar. A survey for doubling of Muradnagar-Meerut City section is being planned. Further consideration of the project would be possible only after the survey report becomes available. Between Meerut and Saharanpur the traffic has not yet reached the level to justify its doubling.

#### **Deployment of Wagon Fleet**

4072. SHRI BOLLA BULLI RAMAIAH:  
SHRI D. VENKATESWARA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken measures to reduce operational ratio alongwith innovative deployment of wagon fleet and improved capital assets reliability;

(b) if so, whether it will save up to Rs. 1,600/- crore during the current financial year; and

(c) whether any long-term programme has been prepared by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Efforts to achieve economy in Railways working is an ongoing exercise on the Railways. One of the longterm, Corporate Plan objectives of the Railways is a 15% reduction in cost of transport by 2000 AD. Amongst others, the strategies being adopted are, improvement in productivity and reliability of assets; technology upgradation; investment optimisation; reducing fuel consumption and material costs; etc. As a consequence, the operating ratio is expected to improve from 89.5% at the beginning of the VIth Plan to 85.4% in the current year. A two point improvement in the operating ratio will mean a saving of about Rs. 400 crores.

Efficiency of asset utilisation is also being improved which in turn will result in lower requirement of rolling stock like wagons and coaches. The savings in investment due to this will be sizeable. It is difficult to quantify the savings at this stage.

(c) Planned introduction of modern rolling stock including manufacture of 3.tier AC Sleeper coach, higher capacity wagons, high horse power locomotives, main line EMU and DMU services, mechanised maintenance of track, gauge conversion and need based procurement of rolling stock are some of the steps being taken to achieve economy in expenditure and, consequently lower operating ratio.

### **Voluntary Organisations**

4073. SHRIMATI VASUNDHARA RAJE: Will the Minister of HUMAN

RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the voluntary organisations in Rajasthan and other States which are engaged in the work of social service and development activities;

(b) the amount sanctioned by the Government to those voluntary organisations during last three years;

(c) whether those voluntary organisations are also getting aids and assistance from abroad; and

(d) if so, the amount of foreign aid and assistance received by those organisations during last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Financial assistance to voluntary organisations working in various fields is given by the Government through a large number of Ministeries/Departments. Details of such grants are not maintained centrally. However, the Annual Reports of various Ministeries/Departments generally contain the details of grants. These Annual Reports are circulated to the Hon'ble Members of Parliament and also placed in Parliament Library.

(c) and (d). Organisations receiving foreign assistance are reporting their receipts to the Government under the provisions of Foreign Contribution (Regulation) Act, 1976. Such Voluntary Organisations may have educational, cultural, health, social, religious, developmental activities etc as their

objectives. During the years 1989, 1990 and 1991-92, the total number of such organisations having reported foreign assistance were 9132, 9316 and 9012 with the assistance to the tune of Rs. 76085.80 lakhs, Rs. 94547.80 lakhs and Rs. 141213.46 lakhs respectively. These assistance may have been utilised for one or all of the above objectives.

### **Funds for Passenger Amenities**

4074. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of RAILWAYS be pleased to state:

(a) the amounts allocated for safety measures and Passenger Amenities during 1992-93, 1993-94 and 1994-95; and

(b) the actual amount spent during the last two years, separately.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The amounts allocated for safety measures during 1992-93, 1993-94 and 1994-95 is Rs. 71 cr., Rs. 66 cr. and Rs. 107 cr. and for Passenger Amenities is Rs. 50 cr., Rs. 60 cr. and Rs. 60 cr. respectively.

(b) The actual amount spent on Passenger Amenities during 1992-93 and 1993-94 is Rs. 36.38 cr. and Rs. 67.39 cr. respectively. The actual expenditure on safety works during 1991-92 and 1992-93 was Rs. 58 cr. and Rs. 62.34 cr. respectively. Actual expenditure for safety works in 1993-94 is not readily available. This is being collected and will be laid on the Table of the House.

### **Rail Museum**

4075. DR K.D. JESWANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have accepted any proposal from the Canada based non-resident Indians to set up a rail museum and displaying the vintage locos and coaches of the toy trains running on the Darjeeling Himalayan Railway; and

(b) if so, the details thereof along with the locations thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) A Canadian based Non-Resident Indian has shown interest in setting up a museum relating to Darjeeling Himalayan Railway.

(b) The details have not so far been furnished.

[Translation]

### **Appointment on Compassionate Ground**

4076. SHRI BIR SINGH MAHATO:  
SHRI RAM KRIPAL YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons appointed on compassionate grounds during the last three years and the number of such cases lying pending zone-wise; and

(b) the steps being taken by Government for the appointment of such persons?



THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Details are given below:

Name of the Zonal Railway	No. of persons appointed on compassionate grounds during the years 91-92, 92-93 and 93-94	No. of such cases pending as on 30-6-94
Central	3337	495
Eastern	4979	953
Northern	4732	262
North Eastern	1577	961
Northeast Frontier	996	1586
Southern	2194	624
South Central	2363	1229
South Eastern	5731	554
Western	3143	361

(b) Appointments on compassionate grounds are given to eligible and suitable persons depending on availability of suitable vacancies. Delays, however, occur due to various reasons viz. the wards being minor, legal cases pending in courts and non availability of suitable vacancies, particularly in the case of illiterate widows.

The Zonal Railway administrations have been instructed to make all out efforts to provide compassionate appointment to all eligible persons within the guidelines laid down, for the purpose. In order to accomodate as many widows as possible, certain categories of jobs in various departments have been identified for them.

[English]

#### EMU Trains

4077. PROF. SAVITHRI LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce EMU suburban services in all the States of the country in the near future; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Railways do not decide introduction of EMU services on the basis of States.

It introduces EMU services in areas where it would be economical to carry commuter suburban traffic through such services.

### National Sports Talent and Scholarship Scheme

4078. SHRI ANANTRAO DESHMUKH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of students selected under the National Sports Talent and Scholarship Scheme of Sports Authority of India during last three years;

(b) the number of students dropped out during the second year out of those; and

(c) the reasons for their dropping out?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) The details of the students selected under the Scheme of Sports Talent Search Scholarship during the last three years are as under:—

Year	No. of students	Remarks
1991-92	4529	including 1569 renewed from the previous year's scholarship.
1992-93	5152	including 1772 renewed from the previous year's scholarship.
1993-94	522	including 1660 renewed from the previous year's scholarship.

(b) and (c). During the years 1992-93 and 1993-94, 1188 and 1720 students were weeded out respectively as they did not maintain or improve their level of achievements.

(b) if so, the names of those railway lines; and

(c) the time by which these lines are proposed to be electrified?

### Electrification of Railway Lines in Uttar Pradesh

4079. DR. SAKSHIJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to electrify railway lines in Uttar Pradesh during 1994-95;

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

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

### Action Plan

4080. SHRI SHRAVAN KUMAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether an Action Plan alongwith economic measures undertaken by the railways in 1993-94 has resulted in reduction of working expenses to the tune of Rs. 200 crores during the year; and

(b) if so, the details of the measures taken?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). From 1989-90 onwards in the beginning of each financial year, a series of steps were planned to be taken for augmentation of earnings and reduction of working expenses. This exercise has been done every year. In the year 1993-94 also, on the basis of experience gained in the earlier years, a revised Action Plan was launched on the Railways to effect improvement in Operating Ratio by augmenting earnings and containing Working Expenses. Broad areas where economy in expenditure was to be effected are detailed below:

- (I) Energy conservation,
- (II) Better asset utilisation,
- (III) Elimination of redundant activities and wastages like:
  - (i) Expeditious condemnation of Steam Locos, Steam Cranes, Steam Sheds, etc.,
  - (ii) Closure of redundant yards etc.,
  - (iii) Critical control over consumption of high value items.
  - (iv) Cost control, cost reduction and cost effectiveness in all on-line and off-line activities,
  - (v) Better Inventory control.

A saving of Rs. 200 cr. was contemplated in the Revised Estimates of Ordinary Working Expenses which were fixed at 1.70% lower than Budget Estimates 1993-94. This is after absorbing a number of post-budgetary factors the impact of which is about Rs. 200 cr. The targets fixed in this regard, in Revised Estimates, have been achieved.

[Translation]

#### Projects Under ICAR

4081. SHRI SHIVRAJ SINGH  
CHAUHAN:  
SHRI S.B. THORAT:

Will the Minister of AGRICULTURE be pleased to state:

(a) the ongoing projects that of the Indian Council on Agricultural Research in various States/Union Territories and the progress made in this regard;

(b) the details of the Central Sector/ Centrally sponsored scheme proposed to be launched in these States during Eighth Five Year Plan.

(c) the details of the proposals submitted by the State Governments recently and the action taken in this regard;

(d) the details of the proposals still pending with the Union Government; and

(e) the action proposed to be taken for their early disposal?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). A *Statement* indicating the major ongoing

central/centrally sponsored projects including that of Indian Council of Agricultural Research implemented during Eighth Plan is attached. The research projects have helped in development of new sheep Breed 'Keri', standardisation of embryo transfer technology, etc. The assistance provided to States/UTs through

central sector projects has helped in increasing agricultural production

(c) to (e) All proposals received from States/UTs are processed on merits considering their relevance in the context of national priorities

### STATEMENT

*Major ongoing Central/Centrally Sponsored Projects/Programmes implemented in States during Eighth Five Year Plan*

#### **(a) Agriculture Development**

- 1 Integrated Cereal Development Programmes in Rice, Wheat and Coarse Cereal based Cropping Systems areas
- 2 Intensive Cotton Development Programme
- 3 Special Jute Development Programme
- 4 Minikit Programmes of Rice, Wheat and Coarse Cereal
- 5 Oilseeds Production Programme
- 6 National Pulses Development Project
- 7 Use of Plastics in Agriculture
- 8 Integrated Pest Management and expansion of Plant Quarantine facilities
- 9 National Watershed Development Project for Rainfed Areas
- 10 Soil Conservation in the catchments of River Valley Project
- 11 Reclamation of Alkali Soil
- 12 Integrated Watershed Management in the catchment of Flood Prone River

#### **(b) Animal Husbandry and Dairying**

- 13 National Project on Rinderpest Eradication

14. Assistance for Control of Animal Diseases.
15. Operation Flood-III.
16. Integrated Dairy Development Project in Non-Operation Flood hilly and backward areas.
17. Assistance to Cooperatives.

**(c) Agricultural Research**

18. Research Projects. The Council has 85 Institutes/Project Directorates/ National Research Centres and 77 All India Coordinated Research Projects operating in different States.

**Navodaya Vidyalaya, Rothak  
(Sikkim)**

4082. SHRI UPENDRA NATH VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Jawahar Navodaya Vidyalaya Rothak, post office naya Bazar of Western Sikkim has been connected with Shillong regional office;

(b) whether the distance between Rothak and Patna is less as compared to distance between Rothak and Shillong as less time is required for to and fro Journey between Rothak and Patna as compared to Rothak and Shillong; and

(c) whether the Government propose to connect Jawahar Navodaya Vidyalaya Rothak with Patna Regional office after disconnecting it from Shillong regional office?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF

EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) and (c). The Navodaya Vidyalaya Samiti has intimated that the administrative control of a Navodaya Vidyalaya is carried out by a particular regional office depending *inter-alia* on its geographical location and administrative exigencies and not on its distance from a particular regional office alone. All Navodaya Vidyalayas located in North Eastern States, including Sikkim, have been placed under the administrative control of Samiti's regional office at Shillong. There is no proposal to connect Jawahar Navodaya Vidyalaya, Rothak (Sikkim) with the Patna Regional Office of Navodaya Vidyalaya Samiti.

[English]

**Recruitment in Khurda Road  
Division**

4083. SHRI ARJUN CHARAN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether some recruitments were made in the category of class IV employees in the Khurda Road Division of South Eastern Railway during the year 1992-93 and 1993-94;

(b) if so, the details thereof;

(c) whether while making recruitments, the Government have taken into account the claims of the Scheduled Castes and Scheduled Tribes communities; and

(d) if so, the facts thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). During the financial years 1992-93 and 1993-94, 224 persons were recruited in Class-IV *i.e.* Group 'D' categories in Khurda Road Division of South Eastern Railway. Out of them 63 are from Scheduled Castes and 40 are from Scheduled Tribes.

#### **Multi Trade System**

4084. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have introduced multi trade system; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). It is presumed that the reference is to multi trade system. The multi trade system (more accurately multiskilling system) is a concept wherein a group of trades or categories are combined into a new combined trade or category so as to provide for improved staff productivity

on the one hand and improved prospects on the other. A beginning has been made by the merger of clerks and typists (applicable to the future entrants) and in some workshop artisan categories.

#### **Afforestation in Assam**

4085. SHRI DWARAKA NATH DAS: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware that implementation of schemes of afforestation and social forestry are very slow in Assam, rather deforestation is going on unabated because of heavy collection of bamboos from the hills to feed the paper mills of Assam and felling of valuable trees by the miscreants;

(b) if so, the details thereof; and

(c) the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). According to the State of Forest Report, 1993 brought out by the Forest Survey of India, the dense forest cover (crown density more than 40%) in Assam is 15998 Sq. Km. and open forest, cover (crown density between 10 to less than 40%) is 8510 Sq. Km.

Compared to the 1991 assessment, the loss in the forest cover has been 355 Sq. Km. out of which 165 Sq. Km. is due to shifting cultivation and 190 Sq. Km. due to other reasons. There has been a gain of forest cover to the extent of 112 Sq. Km., out of which the gain of 104 Sq. Km. is due to regeneration in abandoned shifting cultivation areas,

whereas the gain of 8 Sq. Km. is due to the improvement in density.

The afforestation/tree planting activities are carried out under various Central Sector Schemes/Centrally

Sponsored Schemes and State Plan Schemes. The *Statement* showing achievement of afforestation and tree planting activities in Assam during the last two years and the targets for the year 1994-95 under the 20 Point Programme is enclosed.

### STATEMENT

*Afforestation and tree planting targets and achievements for the State of Assam under the 20-Point Programme*

(Area : in hectares)

(Seedlings in lakhs)

1992-93				1993-94				1994-95	
Target		Achievement		Target		Achievement		Target	
Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area	Seeding Area
Dist.	Dist.	Dist.	Dist.	Dist.	Dist.	Dist.	Dist.	Dist.	Dist.
25.00	25,000	11.80	22,486	30.00	27,5000	20.76	18,144.50	25.00	25,000

Seedling Distribution is for planting on private lands.

Area is for public lands including forest lands.

#### **Purna Inter-state Irrigation Project**

4086. SHRI PANDURANG PUNDLIK FUNDKAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have released 166 hectares of forest land from Maharashtra for Purna Inter-State Irrigation Project, but have yet to release 9105 hectares of forest land from Madhya Pradesh;

(b) if so, the reasons therefor; and

(c) the steps being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Approval in principle for diversion of 166 hectares of forest land in Maharashtra 9.105 hectares forest land in Madhya Pradesh for Purna Inter-State Irrigation Project has already been accorded under the Forest (Conservation) Act, 1980.

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

#### **New Railway Line**

4087. SHRIMATI CHANDRA PRABHA URS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have conducted any survey to lay new railway line between Hubli-Ankola connecting Kalaghatgi and Yellapur;

(b) if not, whether the Government propose to conduct survey in this regard; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Does not arise.

(c) The report of the survey conducted in 1991-92 revealed that the 164 kms line will cost Rs. 236 cr. In view of the decision to take up Gauge conversion of Hubli-Londa-Vasco section and the coming up of the Konkan Railway which would provide a broad gauge link between Hubli and Ankola *via* Madgaon, and the constraint of resources for new lines, it was decided to defer consideration of the projects till the above works get completed and the traffic pattern stabilises, after which the justification for this line could be considered.

#### **Conference on Sugarcane**

4088. SHRI SARAT PATTNAYAK: Will the Ministers of FOOD be pleased to state:

(a) whether a meeting of Food Ministers from the sugarcane growing States was held recently at Bombay;

(b) if so, the details of the points discussed in the meeting;

(c) whether recommendations have been submitted to the Union Government; and

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

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI):(a) and (b). A meeting of the Committee of State Ministers constituted to make recommendations regarding the pricing policy for State Advised Price (SAP) of sugarcane was held at Bombay on 27-5-1994. In this meeting various issues relating to State Advised Cane Prices, such as method of payment of cane price in the States of Maharashtra, Gujarat and Karnataka pros and cons of the existing system of payment of cane price, etc. were discussed.

(c) and (d). The Committee has not yet completed its work.

#### **Navyug Schools**

4089. SHRI PHOOL CHAND VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether NDMC has received any complaints against the management of Navyug Schools for harassing the Class IV employees;

(b) if so, the details thereof; and

(c) The action taken or proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF



CULTURE) (KUMARI SELJA): (a) and (b). NDMC has intimated that representations relating to non-issuance of uniforms and non-grant of annual increments have been received from its Class IV employees by the Navyug School Educational Society.

(c) The Governing Body of the Society has already taken a decision to provide uniforms to all Class IV employees and instructions to this effect has been issued to the Heads of the Schools. The matter relating to the non-grant of annual increment is under the consideration of the Government Body.

[*Translation*]

#### **Promotion of Sanskrit and other Languages**

4090. DR. GUNWANT RAMBHAU SARODE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of financial assistance provided by the Union Government to various Sanskrit institutions of the country for propagation and publicity of Sanskrit language during the last three years; and

(b) the amount spent on the development and promotion of languages other than Sanskrit during the said period?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). The information is being collected and will be laid on the Table of the House.

[*English*]

#### **Hockey Academy under SE Railway**

4091. KUMARI FRIDA TOPNO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any proposal to set up a Hockey Academy with a provision for Astro-turf at Bondamunda under South Eastern Railway; and

(b) if so, the time by which it is likely to be set up?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

[*Translation*]

#### **Cases Against FCI Employees**

4092. SHRI AVTAR SINGH BHADANA: Will the Minister of FOOD be pleased to state:

(a) the number of cases of corruption, malpractices, fraud and bribery against the officers and employees of the Food Corporation of India came into notice during the last three years, year-wise;

(b) the details thereof; and

(c) the action taken by the Government so far against the guilty officers and employees?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP

NATH RAI): (a) and (b). Year-wise details of vigilance cases during the last 3 years are as under :—

Year	No. of Cases
1991	611
1992	529

Year	No. of Cases
1993	695
1994 (upto June, 1994)	313

(c) Year-wise details of action taken against the guilty officers and employees during the last 3 years is as follows:—

	Nature of penalty imposed	1991	1992	1993	1994 (upto June, 1994)
(i)	Dismissal/Removal/ Compulsorily retired	12	14	10	7
(ii)	Reduction in rank	23	18	27	19
(iii)	Reduction in time scale of pay	45	41	38	16
(iv)	With-holding of increment/recovery from pay.	173	166	397	168
(v)	With-holding of promotion.	20	3	1	3
(vi)	Censure	87	69	190	78
		360	311	663	291

[English]

Maharashtra during the Eighth Five Year Plan;

#### **Rail Coach Factory in Maharashtra**

4093. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to establish a rail coach factory in

(b) if so, the place where it is proposed to be established and the estimated cost of the project;

(c) whether the Planning Commission has approved this project; and

(d) if so, the estimated cost and the allocation of funds made during 1994-95?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

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

### Indian Fishing Zones

4094. SHRI SANAT KUMAR MANDAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "MNCs bracing to net Indian fishing zones" appearing in the Financial Express, New Delhi dated July 25, 1994;

(b) if so, the facts of the matter reported therein;

(c) the reaction of the Government thereto; and

(d) the steps taken or proposed to be taken to countenance the widening multinational companies particularly in the Bay of Bengal leaving fisherman without any catches?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) to (d). As per the information furnished by the Ministry of Food Processing Industries, no multinational companies and foreign fishing companies

have been permitted for deep sea fishing in Indian Exclusive Economic Zone (EEZ). However, a number of Indian companies have been permitted for deep sea fishing in collaboration with foreign companies through acquisition of vessels by purchase/lease, in terms of New Deep Sea Fishing Policy, 1991. In order to protect the interests of fishermen operating traditional and small mechanised vessels the deep sea fishing vessels are not allowed to fish in coastal area (12 nautical miles) which is reserved for traditional fishermen.

### Shramik Vidyalayas

4095. SHRI PROBIN DEKA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of Shramik Vidyalayas in the country at present State-wise specially in Assam;

(b) the criterion for the establishment of Shramik Vidyalaya;

(c) whether the Government propose to set up more Shramik Vidyalayas in Assam; and

(d) if so, the details and locations thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) At present 37 Shramik Vidyalayas are functioning in the country which includes one at Silchar in Assam. State-wise information is given in the attached *Statement*.

(b) The establishment of Shramik Vidyalayas as a model to institutionalise

adult education programme for workers in urban and industrial areas is made according to the policy norms keeping in view the following broad parameters:

- (i) the ration of urban population in the State;
- (ii) the existence of labour force in a particular city/town which can be benefitted by short-term, job oriented courses tailored to their learning needs;
- (iii) availability of qualified technical persons that can serve as a pool of potential instructional resources for the Shramik Vidyapeeth;
- (iv) the inclination of the concerned State Government/or the organisation/or the industrial unit/economic enterprises/workers organisations concerned to cooperate in supporting establishment of Shramik Vidyapeeth.

(c) and (d). As per the ratio of urban population, the State of Assam is entitled for one which is already functioning at Silchar.

#### STATEMENT

Sl. No.	States	No. of SVPs
1.	Andhra Pradesh	5
2.	Assam	1
3.	Bihar	1
4.	Gujarat	3
5.	Haryana	1
6.	Jammu & Kashmir	1

Sl. No.	States	No. of SVPs
7.	Karnataka	2
8.	Kerala	1
9.	Madhya Pradesh	1
10.	Maharashtra	5
11.	Orissa	2
12.	Rajasthan	4
13.	Tamil Nadu	4
14.	Uttar Pradesh	2
15.	West Bengal	2
<b>UTs.</b>		
1.	Chandigarh	1
2.	Delhi	1
Total No. of SVPs:		37

#### Taraqqi-E-Urdu Board

4096. SHRI SYED SHAHABUDDIN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have formed a Review Committee to assess the overall performance of the Taraqqi-e-Urdu Board;

(b) if so, the composition of the committee and its terms of reference;

(c) whether the committee has submitted its report; and

(d) if so, the salient features and recommendations of the report?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF

EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) The composition of the Committee is as follows:

- |    |                         |          |
|----|-------------------------|----------|
| 1. | Shri Aziz Qureshi       | Chairman |
| 2. | Prof. Jagan Nath Azad   | Convenor |
| 3. | Dr. Raj Bahadur Gaur    | Member   |
| 4. | Miss Qurratul-ain-Hyder | Member   |
| 5. | Shri S.H. Naqvi         | Member   |
| 6. | Shri Shuja Khawar       | Member   |

The committee has been appointed to review and look into the administrative, financial, publications and other matters of Taraqqi-e-Urdu Board and Bureau for Promotion of Urdu and also to make suggestions for their improvement.

(c) and (d). The Committee is likely to submit its report by 30th August, 1994.

### **Super Bazar**

4097. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the rates, quoted by the M/s Swaran Enterprises manufacturer-cum-supplier of Tiger Brand Phenylol in the tender floated by DTC, were less than the rates at which they are supplying the item to the Super Bazar;

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

(c) the names of brands of Phenylol and naphthelene sold by Super Bazar and the rates at which these are purchased the number of times the procurement rates thereof were revised in the last 12 months, month-wise the reasons therefor; and

(d) the number of suppliers supplying such items to Super Bazar at higher rates than in the open market?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Super Bazar had quoted Rs. 134.60 per tin in 5 litre tin packs and Rs. 273.50 per tin in 15 litre tin packs, of Tiger Brand phenylol. M/s Swaran Enterprises, the manufacturer-cum-supplier of Tiger brand, had quoted the rates in 200 litre barrel packs @ Rs.2,600 per barrel. Super Bazar does not buy/sell Phenylol in 200 litre useful packs i.e. 1/2 litre, 1 litre, 5 litre and 15 litre packs.

(c) A *Statement* giving the names of the brands of Phenylol and Naphthelene balls sold by Super Bazar, its cost price, selling price and date of revision during the last 12 months is enclosed.

(d) Super Bazar has reported that they have not received any complaint in this regard so far. Super Bazar takes an affidavit from each supplier duly attested by 1st Class Magistrate or Oath Commissioner affirming that the supplier will charge the lowest rates from Super Bazar.

## STATEMENT

(Nepthelene Ball)

Sl. No.	Brand Name	Date of revision during last one year	(5 Ltr. Pack)		Date of revision during last one year	(200 Gm. pack)	
			C.P.	S.P.		C.P.	S.P.
1.	Bengal Chemicals	No Revision	152.91	176.85	April, 94	15.51	18.00
2.	Trishul Brand	March, 1994	130.75	150.35	No Revision	13.50	15.00
3.	Tiger Brand	March & April, 94	127.49	146.60	No Revision	12.60	15.35
4.	Gainda Brand	April, 1994	126.00	145.00	No Revision	—	—
5.	Rose Brand	April, 1994	117.16	124.75	No Revision	13.35	15.35
6.	Diamond	No Revision	100.00	120.60	No Revision	12.70	15.30

**Prostitution**

4098. SHRI PARASRAM  
BHARDWAJ:  
SHRI BAPU HARI  
CHAURE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government or any other voluntary organisation has conducted any survey regarding the main cause for entering of children into prostitution; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): (a) and (b). No, Sir. However, a survey on prostitution was conducted by the Central Social Welfare Board, New Delhi through voluntary organisations in six major cities viz. Bombay, Calcutta, Delhi, Madras, Bangalore and Hyderabad in 1991-92. Even though this survey was not directed towards a study of child prostitution, the survey provided information on the practice of prostitution in the larger milieu in which child prostitution also exists. Brief findings of this survey in so far as it relates to the cause of entry of children into prostitution are as follows; (1) economic distress (2) customs and (3) family traditions. A significant number of child prostitutes are children of practicing prostitutes who, in the absence of any other viable source of livelihood, are forced to adopt this profession as a family tradition. Such prostitute mothers also initiate their girl children into the

profession as a source of support in later years.

**Jawaharlal Nehru University**

4099. SHRI S.B. SIDNAL:  
SHRI M.V.V.S. MURTHY:  
SHRI SULTAN  
SALAHUDDIN OWAISI:  
SHIR D. VENKATESWARA  
RAO:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to states:

(a) whether a Committee has been appointed to suggest structural transparency of rules, new promotion policy and other systems in the Jawaharlal Nehru University;

(b) if so, the details thereof indicating the composition and terms of reference of the committee;

(c) whether the Committee has submitted its report to the Government;

(d) if so, the important recommendations made by the Committee; and

(e) the time by which these recommendations are likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to the information furnished by the Jawaharlal Nehru University, a one man Committee consisting of Shri V.B. Eswaran, was constituted by the

University with the following terms of reference:

- (i) to rationalize the division of work and simplify procedure so that more clear-cut responsibility for performance can be established;
- (ii) to suggest appropriate changes in the organizational structure that will be commensurate with this work division and simplification;
- (iii) to suggest adequate delegation of powers so that a more detailed responsibility system can be established;
- (iv) to suggest a system of grievance redressal procedure so that greater accountability and transparency is established in the system; and
- (v) any other related matters.

(c) and (d). The Committee has since submitted its report to the University. The recommendations of the Committee are broadly on (i) System of confidential reports of the University employees (ii) Maintenance and Support Service and Works in the Engineering and Estate Branch and (iii) Administrative Reforms.

(e) The University has informed that the recommendations of the Committee, if accepted by the Executive Council, would be implemented in a phased manner, subject to availability of resources and trained man-power.

#### **Pack Size Restrictions**

4100. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of

CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether pressure from multi-nationals has led to remove pack size restrictions on 24 products;

(b) whether the Indian Consumer has become Vulnerable due to such decision; and

(c) the steps proposed to be taken to immediately stay the operation of the relaxation of the relevant rules?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). No, Sir.

(c) Does not arise.

#### **Indira Gandhi National Open University**

4101. SHRI S.M. LALJAN  
BASHA:  
SHRI A. ASOKARAJ:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Indira Gandhi National Open University is fulfilling its objectives for which it was established;

(b) whether the Government have reviewed the functioning of the University;

(c) if so, the achievement made by IGNOU since its inception; and



(d) the steps taken or proposed to be taken by the Government to strengthen the functioning of IGNOU?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) to (d). According to information furnished by the Indira Gandhi National Open University, the University has recently appointed a Committee to review its performance which would help it to streamline its future development. Broadly, the terms of reference of the Committee are as under :

- (i) to make an assessment of the performance of the University since its inception and of its achievements, and shortcomings, if any, in the fulfilment of its aims and objectives.
- (ii) to examine whether the programme and courses launched by the University so far have been able to contribute to the attainment of the aims and objectives of the University.
- (iii) to make an overall assessment of the achievements of the University in providing a cost effective and innovative system of education.

#### Display of Prices

4102. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether his Ministry has any policy regarding display of prices on consumer goods;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the Government have received representations from consumer bodies and activists in this regard;

(e) if so, the details thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (c). According to the Standards of Weights and Measures (Packaged Commodities) Rules, 1977, all pre-packed commodities intended for retail sale except a few, are required to carry information as regards the sale price.

(d) and (e). The Ministry's attention has been drawn to some press articles stating that the price marked on the pre-packed commodities is higher than the actual selling price.

(f) The Ministry has constituted an Expert Committee comprising representatives of the Government organisations, trade and industry associations and consumer organisations to review and suggest the best method of declaration of retail sale price on pre-packed commodities.

**Railway Officials and Employees**

(b) if so, the details thereof; and

4103. SHRI CHANDRESH PATEL:  
Will the Minister of RAILWAYS be pleased to state:

(c) the concrete steps taken to remove corruption from the Railways?

(a) whether some Railway officials and employees have been suspended, terminated, given warning etc. in various divisions on Western and other Railways during the last three months;

THE MINISTER OF RAILWAYS  
(SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Details are given below:

Railway	Suspended	Terminated/ Removed/ Compulsorily Retired	Warned	Other punishments
Central	47	34	15	130
Eastern	3	1	7	14
Northern	12	10	18	221
North Eastern	23	3	8	170
Northeast Frontier	—	2	5	38
Southern	9	5	50	148
South Central	2	1	7	—
South Eastern	10	3	2	135
Western	20	2	—	235
<b>Total:</b>	<b>126</b>	<b>61</b>	<b>112</b>	<b>1091</b>

(c) Vigilance Organisation functions on each Zonal Railway and in the Railway Ministry. Executive Officers also exercise vigilance. Complaints are looked into and preventive checks are made.

(a) the total investment/loss/profit made by the Super Bazar during the last two years;

**Loss/Profit of Super Bazar**

(b) whether the Super Bazar has mobilised funds through the issue of shares during the last three years;

4104. SHRI CHHITUBHAI GAMIT:  
Will the Minister CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(c) whether the Government have any proposal to hand over the Super Bazar to private sector completely;

(d) if so, the details thereof; and

(c) No, Sir.

(e) if not, the reasons therefor?

(d) Question does not arise.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b) A *Statement* giving detailed information is attached.

(e) The Cooperative Stores Ltd., Delhi popularly known as Super Bazar, is a Cooperative Society registered under the Delhi State Cooperative Societies Act and is to be managed under the provisions of Delhi Cooperative Societies Act, 1972 and Rules and Bye-Laws framed thereunder.

### STATEMENT

(a) *Profit and loss/Investment made by Super Bazar:*

(Rs.in lakhs)

Sl. No.	Particular	1991-92	1992-93
1.	Net profit	9.33	10.83
2.	Addition to fixed assets	28.78	73.63

(b) *Mobilisation of funds by issue of share capital:*

(Rs. in lakhs)

Sl. No.	Year	Issue of shares to Public/ Associate Members	Share Capital contributed by the Govt.	Total
1.	1991-92	7.92	60.00	67.92
2.	1992-93	3.29	12.80	16.09
3.	1993-94	3.91	8.00	11.91

**Storage Facility for Potato**

4105. DR. K.D. JESWANI: Will the Minister of AGRICULTURE be pleased to state:

(a) the average annual production of potatoes in the country;

(b) whether about thirty per cent of the fruits and vegetables including potatoes grown in the country get wasted due to non-availability of post-harvest storage facilities;

(c) if so, whether the Government have any plan to check such wastage; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The average annual production of potatoes in the country is 15.7 million tonnes.

(b) No specific survey has been undertaken to assess the post harvest storage losses of fruit and vegetable including potato. As per report of the Dr. M.S. Swaminathan Committee on "perishable Agriculture Commodities (1981)" post harvest wastage was estimated be upto 25-40% due to inadequate and unscientific handling of fruits and vegetables.

(c) and (d). Government of India is implementing a major programme through National Horticulture Board for creating post harvest infrastructure for minimising such losses. An outlay of about Rs. 100 crore has been provided during 8th Plan for providing assistance establishment of grading and packing Centres in the production areas, development of cold chain including

refrigerated transport, pre-cooling units and cold storages, improving shelf-life by way of waxing etc. and also marketing facilities. Besides National Cooperative Development Corporation is rendering technical and financial assistance to the Cooperatives for setting up of new cold storages and expansion capacity of the existing cold stores to check such losses.

**Botanical Garden in Delhi**

4106. PROF. SAVITHRI LAKSHMANAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to set up a Botanical Garden in Delhi;

(b) if so, the details thereof; and

(c) the time by which the garden is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) DDA had proposed setting up of a Botanical Garden in Delhi.

(b) The garden was proposed in Rohini on the District park site spreading over an area of 100 Hectares.

(c) Directions have been issued by the Ministry of Urban Development to defer the project till a suitable project feasibility report is prepared and submitted to the Government.

[*Translation*]

**Killing of Wild Animals**

4107. SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of

ENVIRONMENT AND FORESTS be pleased to state:

(a) the number of the incidents of killing of wild animals including deer in Madhya Pradesh brought to the notice of the Government during the last three years; and

(b) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). The information is being collected and will be placed on the Table of the House.

[English]

**Regularisation of encroached Forest Land**

4108. SHRIMATI CHANDRA PRABHA URS: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it has come to the notice of the Government that nearly 1500 tribal families are living in the forest area in Mysore district for the last thirty years;

(b) if so, the extent of forest land sought by the Government of Karnataka for exemption and release in Mysore district for regularisation of the encroached forest land; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). The State Government of Karnataka has sent a proposal for diversion of 752 ha. of forest land under the Forest (Conservation) Act, 1980 for rehabilitation of tribal families in Nagarahole National Park in district Mysore.

(c) The proposal of the State Government is under consideration of this Ministry.

**Aquaculture Institute in Andhra Pradesh**

4109. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to establish an institute for Aquaculture in the Coastal Andhra Pradesh;

(b) whether the Government have sought any assistance from the World Bank/other foreign agency for this purpose;

(c) if so, the details thereof; and

(d) the time by which the institute is likely to come into being?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir.

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

**Centenary Celebrations**

4110. SHRI R. SURENDER  
REDDY:  
SHRI RAM NAIK:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to set up a National Committee to chalk out various programmes with regard to centenary celebrations of national leaders and great personalities;

(b) if so, the details thereof;

(c) whether there is any proposal to celebrate the centenary of former Prime Minister Shri Morarji Desai and late Shri Benkim Chandra, the author of "Anand Math";

(d) if so, the details of the functions likely to be organised on these occasions; and

(e) the national leaders whose centenaries are proposed to be celebrated in the near future?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). The Government constitutes National Committees for Centenary celebrations of national leaders and great personalities from time to time. Grants are also provided to voluntary organisations for organising centenaries/anniversaries. Recently the Government has constituted National Committees for observing the birth Centenaries of (i) Rafi Ahmed Kidwai and (ii) Shri V.V. Giri.

(c) The Government is considering setting up of a National Committees to celebrate the Birth Centenary of former Prime Minister Shri Morarji Desai. Shri Bankim Chandra was born in the year 1838 and therefore, his birth Centenary celebration will be considered to be organised at appropriate time.

(d) Details of the functions likely to be organised will be finalised taking into consideration the recommendations of the National Committee.

(e) Recently the Government has constituted National Committees for observing birth Centenaries of Rafi Ahmed Kidwai, Shri V.V. Giri. The Government is considering setting up of a National Committee each for the centenary of Acharya Vinoba Bhave and to celebrate the Birth Centenary of former Prime Minister Shri Morarji Desai.

**Railway Line in Kerala**

4111. PROF. K.V. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway line from Ernakulam to Alleppey in Kerala is having alignment and welding defects;

(b) whether speed of the trains going through this railway line is reduced due to these defects; and

(c) the steps being taken by the Government to rectify these defects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Yes, Sir. A speed restriction has been imposed in a part of the section.

(c) Rectification of alignment defects due to defective welds is being taken up and the work will be completed in about 4 months time, after which the speed restrictions will be removed.

### **Sports Hostel in Sundargarh**

4112. KUMARI FRIDA TOPNO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any proposal for laying an Astro-Turf at Sundargarh in order to provide SAI hostel for boys and girls with better and modern coaching facilities; and

(b) if so, the steps taken or proposed to be taken in this regard and time scheduled for the completion of the work?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) No, Sir.

(b) Does not arise.

### **Hindustan Vegetable Oils Corporation**

4113. SHR. HAMACHRAY PRASAD SINGH: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Hindustan Vegetable Oils Corporation Limited which earned heavy profits for eight years have started suffering losses since 1991;

(b) if so, the reasons therefor;

(c) whether the Government have fixed the responsibility for these losses;

(d) the expenditure incurred on CMD/Directors during the last three years; and

(e) the measures to be adopted by the Government to wipe out the losses?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir.

(b) After delicensing of vanaspati industry, a number of new units have come up which have been given sales tax exemption. This has rendered the older units unviable. Also the refining and packing of imported edible oils for Public Distribution has declined due to non-import of crude edible oils and reduction in import of refined edible oils. These are the main reasons for losses incurred by the Hindustan Vegetable Oils Corporation Ltd.

(c) In view of the reply to part (b) of the question above, it has not been felt appropriate to fix responsibility for losses on any of the officers of the Corporation.

(d) The expenditure incurred on CMD and Directors of the Corporation which includes, pay and allowances, provident fund, transport expenses etc.,

for the last three years has been as under:

Year	Expenditure (Rs.)
1991-92	89,568.00
1992-93	2,15,217.00
1993-94	4,19,619.00

(The post of CMD was manned by the officers of the Ministry on officiating terms till December, 1992 and a regular incumbent joined in January, 1993 only).

(e) A number of alternatives including merger of Hindustan Vegetable Oils Corporation Ltd. (HVOC), with other public sector undertakings are under consideration of the Government. No final decision has been taken.

[*Translation*]

#### **Taj Express**

4114. SHRI AVTAR SINGH BHADANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether several representations have been received during the last few months to stop Up and Dn Taj Express at Faridabad station;

(b) if so, whether the Government propose to take any action in this regard;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) to (d). Since Taj Express is a superfast train, it is not proposed to stop it at Faridabad etc. for daily commuters.

[*English*]

#### **New Railway Line from Bombay to Pune**

4115. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal for the construction of a new railway line from Bombay to Pune in Maharashtra;

(b) if so, whether there is any proposal to conduct a survey of this line;

(c) whether the Railway Implementation Committee for the new railway line has suggested the source of funds for its construction; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) and (c). No, Sir.

(d) 3 lines exist between Bombay and Pune. Another corridor will become available via Vashi and Panvel once the Panvel Karjat line is completed in the coming years. No further lines between these 2 cities are required for meeting the present level of traffic. Moreover, construction of any new line across the Western Ghats between Bombay and Pune will require very heavy investment owing to mountainous terrain and the



resource position would not allow consideration of any such project at present.

**News Item "Why people wish to avoid Journey"**

4116. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item titled "Why people wish to avoid journey" appearing in the Hindustan Times dated July 13, 1994;

(b) if so, the facts thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) The main points raised in the news item pertain to the rude behaviour of enquiry and other railway staff, inadequate cleanliness and non-availability of latrines on the platforms, presence of unauthorised vendors on the platforms, unsatisfactory working of fans and display boards at Delhi and New Delhi stations, long queues in the reservation office and withdrawal of token system in IRCA reservation office etc.

(c) Continuous efforts are being made to provide satisfactory service to the passengers to make the journey comfortable. For providing prompt and efficient service, training in customer care is organised at important stations and all the cases of rude behaviour by staff are taken up by way of imposing punishment. Additional windows are

opened and working time extended during busy season to reduce the service time for passengers in getting reservation. Token system was withdrawn from IRCA reservation office as a number of complaints regarding misuse of tokens were received. Sitting arrangement has been provided in the IRCA reservation office as also separate counters for ladies, senior citizens and handicapped persons. Sufficient number of toilets and urinals for use by passengers are available at Delhi and New Delhi stations. One Sulabh Sauchalaya has also been sanctioned in the circulating area of the New Delhi station. Cleanliness of the station platform, circulating area and toilets is being ensured by close monitoring, to reduce queues at the enquiry counters, two-way mike system has been introduced, besides which regular announcements are being made on Public Address System for information and guidance of passengers. Train display boards on Foot Over Bridges have been installed at New Delhi stations.

Regular inspections by Service Improvement Groups have been introduced by station, divisional as well as headquarter level officers.

Surprise checks are also conducted and suitable action is initiated against staff held responsible whenever any case of irregularity is noticed.

**Historical Places in Karnataka**

4117. SHRI S.B. SIDNAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Archaeological Survey of India (ASI) has identified new ancient historical places in Karnataka and Andhra Pradesh during the last year;

(b) if so, the details thereof;

(c) whether excavation has been done in such places; and

(d) if so, the details of the archaeological material found therein?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Yes, Sir. Ancient historical places have been identified by Archaeological Survey of India. These are huge mounds in and around the fortification of the town of Banvasi in Taluk Sirsi, Distt. Uttarakannada; Early historic sites at Yedgod and Shirganbi villages in Taluk Hirekerur Distt. Dharwad; Medieval structural remains at Tejsultanpur, Gulbarga, Distt. Gulbarga, in Karnataka and the Buddhist at Jujuru Distt. Krishna; Historic mounds at Chitarangi Palace of Rajmundry Town, Distt. East Godawari in Andhra Pradesh.

(c) and (d). Trial trenches have been undertaken at Banvasi, Karnataka, Jujuru, Distt. Krishna and Chitrangi Palace of Rajmundry Town in Andhra Pradesh.

The excavation at Banvasi revealed a cultural sequence from 1st century B.C. to 5th century A.D. The important antiquities comprised lead coins, beads, ivory-comb of Chutu period; Copper coins; pottery and terracotta figurines of Satavahana period and stone sculpture and brick structure of the Kadamba period. The trial trenches at Jujuru, Krishna Distt. yielded Brahmi inscription, carved slabs and coping stones of stupa and the trial trench at Rajmundry Town brought to light a massive brick wall and pottery of Chalukyan period.

### Central Universities

4118. SHRI S.M. LALJAN BASHA:  
DR. LAXMINARAYAN  
PANDEYA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some Central Universities have been functioning without Vice-Chancellors for a long period;

(b) if so, the names of such Central Universities;

(c) whether any effort has been made to streamline the present system of administration in Central Universities; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Vice-Chancellors in all Central Universities, except Indira Gandhi National Open University (IGNOU), are in position. The post of Vice-Chancellor, IGNOU, has fallen vacant on July 14, 1994.

(c) and (d). UGC had set up a Committee under the Chairmanship of Prof. A. Gnanam on "Alternate Models of Management". CABE constituted a Committee under the Chairmanship of Dr. Karshandas Soneri to examine the report of the Gnanam Committee. The CABE considered the report and there was unanimity on the need to urgently initiate reforms to make University administration more professional and

responsive. However, the CABE also felt that there was a need for wide-ranging debate on many issues.

### **Job-Oriented Courses**

4119. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Open Universities have been directed to design curricula which would lay more emphasis on Job-oriented courses; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI .SELJA): (a) and (b). According to the Programme of Action, 1992, for implementation of the National Policy on Education, 1986 (as revised in '92), the open learning system will focus attention on education and training in areas related to employment and self-employment and also on meeting the continuing education needs of the manpower already employed in different sectors. The IGNOU, as well as the State Open Universities like Dr. B.R. Ambedkar Open University, Yashwantrao Chavan Maharashtra Open University and Kota Open University are offering various programmes for the continuing education of serving personnel. Some of the programmes offered by these Universities are indicated below:

#### **1. Indira Gandhi National Open University**

##### *Post Graduate Programmes*

- Master of Business Administration

- Master of Library and Information Sciences

##### *Post Graduate Diploma Programmes*

- Post Graduate Diploma in Human Resource Management
- Post Graduate Diploma in Financial Management
- Post Graduate Diploma in Operation Management
- Post Graduate Diploma in Marketing Management
- Post Graduate Diploma in Computer Application

##### *Advanced Diploma Programmes*

- Advanced Diploma in Construction Management
- Advanced Diploma in Water Resources Engineering

##### *Graduate Programmes*

- Bachelor's Degree in Library Science
- Bachelor of Science in Nursing

##### *Diploma Programmes*

- Diploma in Management
- Diploma in Computers in Office Management

##### *Certificate Courses*

- Certificate in Tourism Studies

#### **2. Dr. B.R. Ambedkar Open University**

##### *Post Graduate Programme*

- Master of Business Management
- ##### *Graduate Programme*
- Bachelor's Degree in Library and Information Science

**3. Yashwantrao Chavan Maharashtra Open University**

*Professional Degree/Diploma*

- Bachelor's Degree in Education for serving teachers
- Diploma in Applied Electronics
- Certificate in Word Processing

**4. Kota Open University**

*Professional Degree*

- Bachelor's Degree in Education for in-service teachers.

*Diploma Programmes*

- Diploma in Management
- Diploma in Library and Information Science
- Diploma in Tourism and Hotel Management

*Certificate Course*

- Certificate in Computer Programming.

**Financial Assistance to Artists**

4120. SHRI P. KUMARASAMY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of groups/individuals benefited under the scheme of financial assistance to persons distinguished in letters and arts during 1993-94 and likely to be benefited during 1994-95 in each State; and

(b) the amount allocated for the purpose for 1994-95?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF

EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The total number of individuals benefited under the "Scheme of Financial Assistance to Person Distinguished in Letters, Arts such other Walks of Life who may be in Indigent Circumstances and their Dependants" during 1993-94 under Centre-State/UT Quota is 437 as per *Statement* attached. Assistance extended to individuals during 1993-94 will be continued in 1994-95 also.

(b) The amount allocated for the purpose during 1994-95 under Centre-State/UT Quota is Rs. 59.00 lakhs.

**STATEMENT**

Sl. No.	Name of the State/UT	1993-94
1.	Andhra Pradesh	19
2.	Assam	26
3.	Bihar	1
4.	Chandigarh	2
5.	Goa	9
6.	Gujarat	5
7.	Haryana	3
8.	Himachal Pradesh	3
9.	Karnataka	16
10.	Kerala	81
11.	Madhya Pradesh	24
12.	Maharashtra	18
13.	Manipur	8
14.	Meghalaya	2
15.	Mizoran	3
16.	Nagaland	2

Sl. No.	Name of the State/UT	1993-94
17.	Orissa	135
18.	Pondicherry	2
19.	Punjab	8
20.	Rajasthan	18
21.	Tamil Nadu	1
22.	Uttar Pradesh	37
23.	West Bengal	14
		437

#### ISI Standard for Buildings

4121. SHRI RAM NAIK:  
SHRI RAM PRASAD  
SINGH:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the standard for calculating the area prescribed by the Indian Standard Institution (ISI) for sale and purchase of houses/residential flats;

(b) whether the Government have taken sufficient steps to give wide publicity to the ISI prescribed standard and also to ensure that this ISI is adhered to by the builders while selling the newly constructed houses/residential flats; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF

STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) The Bureau of Indian Standards has published IS 3861 : 1975 'Method of Measurement of Plinth, Carpet and Rentable Area of Buildings' (first revision) which covers definitions and methods of measurement of the standard applicable terms such as plinth area, carpet area and rentable area for old and new buildings.

(b) and (c). Necessary publicity has been given to the provisions of the standard by press releases. Ministry of Urban Development and other important Government organizations engaged in construction activity have been requested to ensure implementation of this standard by all concerned.

#### Consumer Protection Act, 1986

4122. SHRI R. SURENDER REDDY: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have appointed any Working Group on the recommendation of the Central Consumer Protection Council to examine the amendments received and needed to plug the loopholes detected in the Consumer Protection Act, 1986;

(b) if so, the details and the composition of the Working Group; and

(c) the time by which the recommendations are likely to be received and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRI-

BUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (c). On the recommendation of the Central Consumer Protection Council, the Government in the Ministry of Civil Supplies, Consumer Affairs & Public Distribution has constituted a Working Group under the Chairmanship of the Minister of Food and Civil Supplies, Government of West Bengal, to examine the need to bring about changes in the Consumer Protection Act, 1986 and the Rules in the light of experience gained so far and the difficulties which have arisen in many cases as a result of judicial pronouncements. The members include MPs, representatives of Central Ministries/Departments, representatives of trade, industry and farmers; representatives of voluntary consumer organisations and consumer activists. According to the terms and conditions, the Working Group is to submit its Report within six months.

#### Grants to CSDS

4123. SHRI ANADI CHARAN DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the basis on which the Indian Council of Social Science Research (ICSSR) approved a building grant of Rs. 60.00 lakhs to the Centre for the Study of Developing Societies (CSDS), Delhi and advanced a sum of Rs. 15.00 lakhs more than a decade ago when the said Centre did not have a piece of land to construct the building;

(b) whether the ICSSR allow the recipient of the building grant to earn interest on it which the Centre for the Study of Developing Societies (CSDS), Delhi is currently doing; and

(c) whether the ICSSR, in view of the failure of the Centre for the study of Developing Societies (CSDS), Delhi to construct a building tried to get the grant refunded and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) According to the information furnished by the Indian Council of Social Science Research (ICSSR) the Centre for the Study of Developing Societies (CSDS) submitted a proposal to the Council for construction of a building on a site said to have been offered to CSDS by Ministry of Urban Development, at an estimated cost of Rs. 60.00 lakhs. The proposal was approved in principle by the Research Institutes Committee of the ICSSR at its 28th meeting held on 1st March, 1986. The Centre requested the ICSSR in March, 1986 for a grant to advance money to the construction agencies as they were hopeful that the land would be allotted to them in April, 1986. Therefore, a grant of Rs. 15.00 lakhs was released by ICSSR to facilitate the construction.

(b) No, Sir. The Indian Council of Social Science Research releases grant after due consideration and when it can be put to use. In case of CSDS the grant could not be utilised for the reasons beyond their control. The CSDS was asked to maintain a separate account for the grant received for building to which the centre adhered to and funds have not been utilised for the purpose other than these were sanctioned.

(c) The Plan of the CSDS for construction of additional floor at the existing site measuring 4491 sq. yards at Rajpur Road was approved by the

Research Institutes Committee of the ICSSR in November 1991 subject to the examination of the detailed plans and estimates by the ICSSR and also completion of other relevant formalities. The CSDS was advised to submit the desired information (which they have not furnished) or refund the grant to the ICSSR. In response, the Centre stated that they had submitted a Plan to Municipal Corporation of Delhi which has asked the Centre to revise the plan. The Centre has informed that they have submitted revised Plan to Municipal Corporation of Delhi in January, 1994. As all the necessary activities towards construction of a building at Rajpur site have been set in motion following ICSSR's fresh approval in January, 1992 the CSDS requested ICSSR that refund may not be insisted upon.

### **Consumer Protection Act**

4124. SHRI D. VENKATESWARA  
RAO:  
SHRI M.V.V.S. MURTHY:  
SHRI SULTAN  
SALAHUDDIN OWAISI:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government is showing keen interest in making consumers aware of their rights;

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

(c) the agencies set up or likely to be set up by the Government for redressing consumer related grievances; and

(d) the stringent measures that the Government is taking against those who violate consumer protection laws?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Government has taken a number of measures for creating consumer awareness. These measures include publication and free distribution of literature on consumer protection; production of video quickies, documentary films on consumer protection for telecasting on Doordarshan and broadcasting of a weekly programme, "Apne Adhikar", from all the commercial broadcasting stations of AIR. Besides, seminars and meetings are also organised at the National, State and regional levels for educating the consumers.

(c) The Consumer Protection Act provide for setting up of a three-tier redressal agencies at the national, State and district levels for redressing consumer grievances so far as they relate to defective goods, deficient services, and unfair trade practices etc. As per the information available with this Ministry, 31 State Consumer Disputes Redressal Commissions and 455 District Fora are functioning in the country. In addition, a National Commission is also functioning at New Delhi.

(d) Consumers and registered consumer organisations can file complaints under some of the Consumer Protection laws such as Consumer Protection Act, Prevention of Food Adulteration Act, 1954 and Drugs and Cosmetics Act, 1940. These laws provide for stringent measures against those who violate their provisions.

[Translation]

[English]

**Scheduled Castes and Scheduled Tribes In Kendriya Vidyalayas**

4125. SHRI BHEEM SINGH PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned 'Daliton ke Hisse Ki Roti Agdon Ki Thali Mein' appearing in Rashtriya Sahara (Delhi edition) dated June 1, 1994;

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

(c) the number of reserved posts for Scheduled Caste Scheduled Tribes lying vacant in Kedriya Vidyalaya Sangathan and the number out of them deserved so far; and

(d) the steps taken or proposed to be taken by the Government to fill these posts?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Yes, Sir. The allegations made in the news-item are not based on facts.

(c) and (d). Kendriya Vidyalaya Sangathan have informed that 1474 posts belonging to SC/ST are lying vacant. Excluding two posts of Accounts Officers which could not be advertised due to a court case pending, remaining posts have been advertised and the selection process is underway. No post reserved for SC/ST has been dereserved.

**Quality of Steel Pipes**

4126. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether during raids conducted by the BIS in March, 1994 in a godown in Bombay, spurious mild steel pipes were found to have been stored in large quantities;

(b) if so, the quantity and value of such pipes detected during the raid;

(c) whether any enquiry has been made into the matter;

(d) if so, the action taken against the persons involved in such activities; and

(e) the steps taken to ensure manufacture of pipes of BIS standard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir. It may, however, be added that the raid was conducted by the Bombay police on complaint of and with the assistance/participation of BIS officials.

(b) About Rs. 1 crore.

(c) and (d). Since the raid has been conducted by the Bombay Police under the Essential Commodities Act, 1955, all



necessary actions towards prosecution in this case are to be taken by them.

(e) The Mild Steel Tubes (excluding seamless tubes and tubes according to API specifications) (Quality Control) Order, 1978 issued by the Ministry of Industry under the Essential Commodities Act, 1955, prohibits the manufacture, sale etc. of mild steel tubes of specified types unless the same conform to the relevant Indian Standards and bear ISI mark. The responsibility to enforce this Quality Control Order lies primarily on the State Governments/UT Administrations. The States/UTs have been urged to ensure effective enforcement of Quality Control Orders.

The Bureau of Indian Standard is operating a Certification Marks Scheme under which licences are granted to manufacturers who produce mild steel tubes in accordance with relevant Indian Standards. Performance of the licensees and the quality of their products are monitored under this Scheme. All possible measures are taken to effectively enforce the Scheme.

#### **Conservation of Monuments in Kerala**

4127. PROF. SAVITHRI LAKSHMANAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have identified St. Francis Church, Cochin, Forts of St. Anjalo and Bekal, Kannur and Fort Tellicherry in Kerala for comprehensive conservation;

(b) if so, the details of the conservation works completed so far on the said monuments;

(c) the funds earmarked therefor;

(d) whether any Non Government Organisation's (NGO's) are involved in this programme; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) yes, Sir.

(b) The conservation works completed on monuments are as per *Statement* attached.

(c) An allocation of Rs. 4,98,000/- has been made for the conservation and maintenance of these monuments for the current year.

(d) No, Sir.

(e) Does not arise.

#### **STATEMENT**

Sl.No.	Name of Monument	Conservation works completed
1.	St. Francis Church, Cochin	(i) Dismantling and re-erection of the balcony and sun shades of the Church after replacing the damaged wooden members with new ones.  (ii) Arresting leakage of the vaulted roof.

Sl.No. Name of Monument	Conservation works completed
	(iii) Providing plinth protection around the monument.
2. Fort St. Angelo	(i) Providing Groyne wall to arrest erosion of foundations. (ii) Reconstruction of fallen portion of fortification wall (in progress).
3. Bekal Fort, Pallikara	(i) Reconstruction of fallen portion of entrance wall and eastern and western sides of the Rampart wall.
4. Fort Tellicherry	(i) Conservation works could not be taken up as the structures are occupied by the State Government.

**Musical Fountain in Bangalore**

(c) No, Sir.

4128. SHRIMATI CHANDRA PRABHA URS: Will the Minister RAILWAYS be pleased to state:

(d) Does not arise.

(a) whether RITES (Rail India Technical and Economic Services) have agreed to instal a musical fountain in Bangalore;

(b) if so, the place where the proposed musical fountain would be installed;

(c) whether there is any proposal to instal such musical fountains by RITES in Mysore; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). A musical fountain is being constructed at Cubbon Park, Bangalore by the Railways for which RITES has been made the coordinating agency.

**Prices of Washing Soap**

4129. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there has been steep like in the consumer prices of washing soaps in Delhi;

(b) if so, the reasons therefor;

(c) the details of the top five manufacturers of washing soaps and detergent soaps in Delhi and the quantity sold in Super Bazar and Kendriya Bhandar during the last year; and

(d) the steps taken by the Government to check the rise in washing soap prices?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). There has been some increase in the consumer prices of washing soap in Delhi. The selling price of washing soaps both in Super Bazar and Kendriya Bhandar has increased since their cost of procurement has gone up.

(c) There is no criterion available to ascertain the top five manufacturers of washing soaps and detergent in Delhi. It is not possible to indicate the quantity sold in Super Bazar and Kendriya Bhandar in the absence of name of manufacturers.

(d) The Government has liberalised the import of raw materials and reduced the custom duty on them. These measures are expected to check the rise in prices of washing soap.

*[Translation]*

#### **Effluent Treatment Plants in Delhi**

4130. SHRI RAJESH KUMAR:  
SHRIMATI SHEELA  
GAUTAM:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government proposed to set up effluent treatment plants in all the industrial areas in Delhi;

(b) whether any pilot project is being launched in this regard; and

(c) if so, the amount allocated so far for this project under the Eighth Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). The Ministry of Environment and Forests has in 1990 initiated a scheme for the setting up of Common Effluent Treatment Plants (CETP) in clusters of small scale units. Under this scheme, the Government has identified two industrial areas in Delhi where CETPs could be installed. They are Wazirpur, and Mayapuri industrial estates. A sum of Rs. 50 lakhs has been released to the CETP at Wazirpur. The other CETP is yet to prepare the feasibility report.

(c) Under the World Bank aided Industrial Pollution Control Project phase I, a sum of Rs. 108 crores was earmarked for the setting up of CETPs in the country during the period 1991-97 and in Industrial Pollution Prevention project Phase II, a sum of Rs. 150 crores has been allocated for setting of CETPs during the period 1995 to 2001. Under this scheme 25% of the cost is borne by the Government of India and another 25% by the respective State Government subject to a ceiling of Rs. 50 lakhs each, and 30% is made available as loan from the IDBI.

**12.00 hrs.**

**ACUTE CRISIS IN WAGON INDUSTRY**

*[English]*

SHRI SOMNATH CHATTERJEE (Bolpur): Mr. Speaker. Sir, I am thankful to you for allowing me to raise a very important issue. Not only some

industrial units in the country but the future functioning of the Indian Railways as well as the future of 60,000 workers are involved in this matter.

Sir, I am referring to the acute crisis in the wagon industry in this country. Most of them, 80 per cent of the wagon industry, are located in the Eastern India, in the Eastern Region. Sir, wagon building industry was really developed at the instance of the Railway Ministry because Railways will require these wagons. Out of five leading wagon manufacturers two are in the public sector and three are in the private sector, engaging about 60,000 workers.

So far as the Seventh Five Year Plan was concerned, the average yearly take-off had been in the region of 17,000 to 20,000 four-wheeler units. These industrial units were encouraged or rather hedged in by the Railway Ministry to expand or to augment their resources because it was expected that there would be greater and greater requirement of wagons.

So far as the Eighth Five Year Plan is concerned it was envisaged and had been fixed at 1,50,000 wagon units, that is, 30,000 wagon units a year. The industry was specifically asked to gear itself for the purpose of meeting the increased requirement of wagons and they had responded to that. The capacity had been increased. The targets for a minimum period of three years had been fixed in advance. They had proposed to place the orders for three years in advance so that they could chalk-out their programme for manufacture and could supply them in time.

So far as quality is concerned, there has never been any complaint

about quality of wagons that had been manufactured by these units in this country.

Now the position is this. So far as the Eighth Five Year Plan is concerned—we are now in the fourth year—in the first year, out of the estimated requirement of 30,000 units, it came down to actually 26,261 units and for the year 1993-94, instead of 30,000 units, it came down to 19,500 units. But this year, it has reached a catastrophic situation.

In 1994-95, the requirement of the Railways, according to the Five Year Plans, is 30,000 wagons. During this year, 1994-95, the Railways reduced in the Budget, as it was mentioned by the Railway Minister, to 8,000. Sir, we are today on the 23rd August 1994. Six months have elapsed after the Budget. Orders for only 6,000 wagons to 7,000 wagons have been placed. Whether the hon. Minister agrees or not, these orders have been placed after a good deal of pressure, representations and the Chief Minister's letter. We have met the Prime Minister. An all Party delegation came from West Bengal. All the political parties were represented. This was selected on the basis of a unanimous Resolution passed by the West Bengal Assembly. We met all of them. Sir, except the sweet assurances, nothing has been done. Everybody says, 'We shall look into it'. Now with the order of 6,000 or 7,000 wagons, how can this industry survive?

Now the position is this. A somewhat disturbing situation prevails. Two more new units are sought to be inducted into this industry. One is M/s Southern Structural and the other is M/s Binny Engineering, Madras. They are being asked to gear up our production for construction of these units. So we are

[Shri Somnath Chatterjee]

not against any units for constructing this. But the question is, the existing units are going sick and they are going to be on the verge of closure. Nothing is being done. Sir, the old wagons are becoming old. It is *cadit quaestio* as we say in legal parlance. It is obvious there are 3,35,000 condemned four wheeler wagons and thereby there is an additional requirement of at least 5,000 to 6,000 wagon per annum to carry the increased freights as it was expected because of the economic growth that the Government had projected. Now, therefore, the Railways' minimum order level should be not less than 23,000 to 24,000 wagons per year and the projection of the Planning Commission is 30,000 wagons per year. Now the only plea that is being at least made is the same, that the Railways freight traffic has gone down supposedly to such an extent that even 7,000 wagons are not required.

Sir, there has been serious criticism that today in this country road lobby is taking to predominance using the very costly foreign exchange, because we have to import. This is why this road lobby is increasing and expanding because of the imperfect functioning of the Railway freight traffic. Apart from that fact, there is also a problem. Now the wagon is less procured in number and there are failures. Even there is no projection of the freight to be carried. The Standing Committee has made a unanimous suggestion that a prospective *plan has to be prepared. You must have an exercise as to what is the freight traffic your can carry and prepare on that basis.* These are your Units. You have asked these units to be set up to be expended for the purpose of supplying wagons. What sort of economic activities are you finding or do you find in this country? And what is the projection of

the Railway Ministry about the future of the economic activity in this country that there is not going to be any requirement of wagon during the whole year? This is more than 6,000 or 7,000 wagons and they say it is an increased figure.

Sir, of course we have made certain comments and suggestions from the Standing Committee. Nobody has looked into it. I have a grievance of that. Our Committee has made a grievance of that. I am not going to raise it here in detail. But, Sir, what is the answer now the hon. Railway Minister has given. Repeatedly the Chief Minister has met him more than once. We have met him more than once. We have met the Prime Minister. We have met the Industry Minister. Now we raise it in the House. The hon. Minister for Railways, Shri Jaffer Sharief says that for about two years, it has been noticed that the traffic offerings to the Railways have not picked up as per projection. What was the projection? What was the actual amount that was reached and as a result of this, the existing wagons availability is more than adequate to handle the current level of traffic offerings and there is no need for any additional wagon? So, what sort of planning are you having in this country?

What sort of projection are we having in this country and what is the decision that has been taken? On what basis was it taken? A requirement of 30,000 was projected. Still, the current Five Year Plan—although we may not have an opportunity or time to discuss it, for which I am not blaming the Chair, we have been trying to discuss it—projects some other figure. What sort of projection is made and is it made in consultation with the Railways? Is this the State of the Indian Railways that when they require 30,000 they order for 7,600 and then they say, "However, to mitigate the hardships to wagon building units, the

Railways have already released orders for 7,600 in terms of four wheelers" – not for requirement but just to be charitable – "In addition, tender for the procurement of 1800 wagons in terms of four wheelers is under consideration and orders will be released after finalisation."

But nothing has taken place. This letter is dated the 19th July and now some good advice has been given by Shri Jaffer that the wagon building units should try to look for alternative methods for utilising their capacity. They say, "diversity".

This is an amazing attitude! For the first time we hear that wagons are not required. Even a contention has been made, a sort of policy was decided that they would ask for 2,000 wagons to be secured from the private sector. But the private sector will also build them here. There are no other modern industries. There are no other units where wagons can be built. But there is no response from the private sector also. They are not placing the orders for the purpose of manufacture.

Sir, 60,000 people are engaged in an industry which is only geared to manufacture wagons. They have been doing it for long, there has been no complaint about the quality, there is no complaint that they have not performed their duties and functions properly. They do not necessarily say that these wagons cannot be utilised for any purpose.

Therefore, it is a sheer crisis of an immense magnitude. Sixty thousand people are involved. They are Indians. They are our citizens. They have not done anything wrong. They are not criminals. They are not terrorists. They want to survive in this country by putting

in hard labour. The Railways are the biggest public undertaking in this country and they do need wagons. How does this Government propose to run the railways? How does the Ministry of Railways propose to run the railway system in this country and carry freight traffic unless there are adequate number of wagons?

Therefore, they are surrendering their right of courage, the opportunity to carry freight, they are surrendering it either to the road lobby or even to private air operators who are coming up now. They can also utilise this opportunity.

Sir, this is my charge that this Government owes an explanation to this House and to the country as a whole. How do they propose to achieve this target which has been fixed in the Five Year Plan? How would they achieve the target of 18,000 wagons which has been provided in this year's Budget in the month of February? In February they could calculate the requirement to be 18,000 and in July how does it become 7,600? What sort of Budget preparation is being made?

Therefore, I demand that the Government has to give its most serious consideration to this. I demand that immediately orders should be placed on those units. Otherwise 60,000 people—almost all of them are in West Bengal—will suffer and the law and order situation is also being threatened. What will they do? Sixty thousand people, for no fault of theirs, are going to lose their jobs because the Government now asks them to try some other types of activity. This is nothing but a joke, it is nothing but a surrender of their responsibility. This is trying to be taking up a holier than thou attitude by saying, "I tried to help you. Nothing can be done. You go

[Shri Somnath Chatterjee]

wherever you like and manufacture whatever your like."

A very critical situation has arisen. I am thankful to you. I know that we have not got that much of time. But I raised it here. I request that the hon. Minister should make an adequate response to this.

SHRI INDRAJIT GUPTA (Midnapore): Sir, on numerous occasions either by way of correspondence with the Railway Minister or during the course of discussions with him I understood from him that it is not—he says that—they do not require wagons.... (*Interruptions*)

We very much require wagons but we have not got the money. This is what he goes on saying. He has got the money but requirement of wagons is not there. This is what he was saying earlier.

I had written a letter to the hon. Minister of Railways on the 23rd June in which I mentioned that it has come to my notice that the Ministry of Railways which has a subsidiary called CONCOR has floated a global tender for import of 1,500 flat wagons for container traffic and the tender was due on the 15th of July. The estimated cost of these 1,500 wagons is Rs. 200 crores. I do not know what has happened subsequently with the tender and all that. But I am pointing out, Sir, that with modernisation of railway traffic, everybody knows that the containers are coming more and more into use. No modern railway system can function unless it can cater to container traffic. The railway administration in the country is pleading that it cannot give all orders for the old type of wagons from these companies because of lack of resources. This is not my figure. They have themselves floated a tender for

importing 1,500 flat wagons for carrying containers as though flat wagons for carrying containers cannot be made in this country. When Box wagons and other types of wagons can be made, flat wagons which are used for carrying containers can very easily be made. But they are preferring to import. They are importing 1,500 wagons from abroad at the cost of Rs. 200 crores.

The hon. Minister of Railways placed in Parliament the rolling stock programme for 1994-95. There is a provision made for conversion of 2,000 Box wagons into container wagons at a cost of Rs. 30,000 each. So it is obvious that they are in need of container wagons that is flat wagons for carrying containers.

I would like to request the hon. Minister to tell this House today that what is their requirement of flat wagons for carrying containers traffic and how many such flat wagons they want to order this year on our own indigenous factories. If they are not ordering them here and if they are preferring to import at the cost of foreign exchange, then what is the logic behind it and why is this money being spent abroad? That means the jobs of our workers are being exported abroad. Instead of our people getting those jobs they prefer to spend foreign exchange to give these jobs to foreign countries. This is very intolerable situation.

We were told previously about their import programme for wagons. They may be Box wagons or they may be flat wagons. Flat wagons may not always be very nice to look at. They do not have a very modern look about them; because they are used for carrying containers. But the hon. Minister should tell us what is their projection of the requirement of container wagons in another year or two

years or five years Without container wagons they cannot move container traffic now When you go along any National Highway you will see that these road transport vehicles are also carrying containers Containers are of great advantage These containers are delivered from door to door and the consignee does not have to come and collect his consignment from any railway depot or godown or anywhere The stuff is delivered at his door This is the modern system which is being in use in more advanced countries of the world for many years We have taken to it only recently These container wagons are easier to make because they are flat-bed wagons The containers are placed on both of them

Now they are to be imported from abroad when there is so much idle capacity lying in our wagon manufacturing factories—Braithwaite, Burn and Jessop—which are very old and prestigious factories and whose products were at one time known all over the world These companies date back from the time of the British days and in heavy engineering and structural engineering, they are unparallel in this country even today Instead of giving them the orders for these flat wagons for container traffic, they have admitted in their own rolling stock programme that they are going to import fifteen hundred flat wagons this year itself at a cost of Rs 200 crore, and spend some thousands of crores for converting BOX wagons into container flat wagons, All this work can be done here There is nothing in this which our people cannot do We have the skilled workers, we have the technical people, we have got the equipment in these factories and everything So, I want to know from him why, while starving these companies of their legitimate orders, they are going in for this import programme

and also helping to divert the rail traffic to the road traffic Road traffic is costing us more because of the cost of oil and because of the cost of diesel Enormous amount on diesel is being incurred by the road traffic As Mr Chatterjee said, may be there is a very strong lobby working behind the scene But we want to know why the installed capacity and the manufacturing capacity of our companies in this country is being allowed to go waste and is going to be finished off, and instead of that, they prefer to spend foreign exchange on import of these flat wagons from abroad He should tell us the truth about the whole matter

[*Translation*]

PROF PREM DHUMAL (Hamirpur) Mr Speaker, Sir, I have also given a notice on the issue raised by Shri Somnath Chatterjee and Shri Indrajit Gupta

Sir, these units were running under the Ministry of Railways Out of them four units were in the public sector and the others in the private sector If orders are placed on them according to their capacity, these industries can be saved from closure Whenever a demand is made to the Railways, they simply reply that due to shortage of wagons, they can do nothing A few days back, I had written a letter to them about the requirement of wagons from the farmers of Himachal Pradesh for transportation of peas and some other vegetables from the State to other parts of the country I was told that there is shortage of wagons but on the other hand, orders are being placed on foreign companies As my other friends have pointed out, there was a requirement of thirty thousand wagons The hon. Minister had himself admitted in February that there is a



[Prof. Prem Dhuma]

requirement of 18,000 wagons but now, orders are being placed for 7600 wagons only. As a result, many units in West Bengal are facing closure. It is not only the wagon industry but its ancillary units are also facing the danger of closure. Ultimately, these units depend on this industry. Many private entrepreneurs have set up small ancillary units and they too will have to close down them.

Sir, through you, I would like to request that the orders should be placed on them according to their installed capacity. Despite unanimous recommendation of the Railway Convention Committee, the Government is going ahead with the placement of import orders for ABB engine, whereas our own wagon industry is on the verge of closure due to lack of orders. They are being told to look for some other work. Sir, through you, I would like to request that the wagon industry of the country should be saved from ruination and the Ministry of Railways should place orders on them according to their capacities.

[English]

DR. DEBI PRASAD PAL (Calcutta North West): Sir, the crisis in the wagon industry has been pronounced in these days because of the attitude of the Railway authorities not to have the supply from the Indian industries which have grown up, particularly the wagon industry in the Eastern region and in West Bengal. The wagon industry has developed expertise. They have been supplying wagons to the Railways authorities for long number of years and their main customer is the Railway authorities. It is because of continued demand of the Railway authorities that the wagon industry has also expanded their production.

The companies—Braithwaite, Burn and Jessop—are the principal public sector undertakings which have specialised in the manufacture of different types of wagons. The Railways have also been getting the supplies from these different public sector companies. As Shri Somnath Chatterjee pointed out, a large number of employees are employed in this industry. The Railway Minister may kindly explain as to what is the reason why the supply is not being obtained from these industries now. Nobody can question the workmanship of these industries. Everybody knows that the railway bridge in Calcutta, which was constructed with the supplies obtained from these companies, Braithwaite, Jessops and particularly Burn and Co. The quality of work now is equally good. It is not deteriorated. In spite of that, why are the Railways trying to withdraw their orders from these companies? Not only that, but as it has been pointed out, the Planning Commission itself also recommended for about 30,000 wagons. Why has this been squeezed? The entire industry is now in a very critical condition. The result is that the public sector undertakings are not getting any order. The wagon industry's principal customer is the Railways. If the Railways do not place the order for wagons with these companies, then ultimately they have to wind themselves up and the result of their winding up will be that several thousand workers in West Bengal will be completely thrown out of employment.

I will, therefore, request the hon. Minister for Railways to give serious consideration to this matter. There is no reason why the Railway Ministry should have to obtain their supplies from different countries when the Indian industries, the public sector undertakings, are not getting the orders. What may be the reason for this? Why are the Railway authorities

thinking or contemplating to develop new wagon industries in different areas? I do not mind if the demand is higher and if these companies are not in a position to cope with the demand; then certainly the Railway Minister can consider expansion of the wagon industry in some other areas. But why this sort of treatment to the old industry, which has shown such a perfection in their work, should be made?

It is a matter to be given a very serious consideration by the Railway Minister as otherwise thousands of people will be thrown out of employment in West Bengal. I would, therefore, request the Railway Minister to give careful consideration to this matter and also to increase their orders from these public sector undertakings.

SHRI CHITTA BASU (Barasat): Sir, I join the other colleagues to demand that the Railway Ministry should take an immediate decision and place orders on the wagon building industry. There are several aspects of the deep crisis. One aspect is the capacity of the industry. It is admitted that this industry has got a total capacity of manufacturing about 35,000 wagons which includes the capacity of the Railway workshops. In this context, we should also take into account the total requirement. The Planning Commission.

MR. SPEAKER: This is already explained.

SHRI CHITTA BASU: It has been suggested that we require at least 30,000 wagons in a year. It is not only that but it is also our experience that the over-aged wagons are very much in use. It is estimated that annually about several thousands of wagons are to be replaced

because of the over-age. Last year, about 35,000 wagons have been condemned because of over-age. It is necessary to replace them. Therefore, over and above the Planning Commission projection, there is more need for manufacturing of wagons.

It has even been estimated that we require about 5-6 thousand additional wagons annually to meet the incremental freight due to the increased economic activity of our country.

Therefore, Sir, there is no justification for reducing the orders being placed for this industry by the Indian Railways. If this decision is not revised, the impact will be very disastrous. It will lead to cut in employment by way of retrenchment, closure etc.

MR. SPEAKER: These points need not be repeated.

SHRI CHITTA BASU: This will also create transport bottlenecks and lastly, it will contribute towards the slowing down of the tempo of growth of industrialisation in our country. Therefore, the Government should revise the decision and place the order for wagons.

[Translation]

SHRI SHARAD YADAV (Madhepura): Mr. Speaker, Sir, several Members have spoken on the issue of requirement of wagon raised by Shri Somnath Chatterjee. In a way, these industries are the life line of West Bengal. The Ministry of Railways is not placing orders on them for the supply of wagons. It is a very serious matter and in the past, it has been raised several times at various levels. The Ministry of Railway is not serious on this issue. I would not like to

[Shri Sharad Yadav]

go into the details. I would also like to submit that for all the industries in public sector, whether they manufacture print paper, fertilizers or textiles, a definite period should be prescribed. Due to new economic policy and open market policy, lakhs of people have lost their jobs and crores of people are on the verge of retrenchment. Therefore, this issue must be gone through threadbare. A large number of workers are sitting idle. The workers of C.L. Nepa Nagar and other textile industries have been rendered jobless. It agitates our minds in Delhi because lakhs of workers are now jobless. This industry is the oldest industry and it is on the verge of closure.

Mr. Speaker, Sir, Railway is the largest and the most prestigious public sector undertaking of India. If we look from the point of view of national integration, it is the Railways which imbibes the whole country.

The hon. Minister should give a statement on this issue so that the future of 60 thousand workers do not get ruined. Further, future debates should cover all the units.

SHRI NITISH KUMAR (Barh): Mr. Speaker, Sir, Shri Somnath Chatterjee has raised an issue regarding the plight of wagon industry. There is a unit of Bharat Wagon Industries in Mukama, which falls in my constituency. This unit has been functioning for a very long time. The manufacturing work is still undertaken there and thousands of people are working there. It is due to the liberalisation policy of the Government and the pressures and conditions of the World Bank that the wagons are being imported and the indigenous wagon industry is on the verge of extinction. We would like the Government to ponder over it, otherwise

lakhs of people will be rendered unemployed and the main industry of the country will become extinct. In view of this the existing policy should be changed. Those units, which are still functioning, should be given orders according to their capacities. In case orders less than their capacities are placed on them, they will face closure and many workers will be rendered unemployed.

Sir, through you, I would like to urge the Government that the issue should be considered afresh by the Ministry of Railways. The policy being adopted in regard to import of wagons should be scrapped and the tenders being invited by the Railways should be cancelled. The technology can be improved indigenously by spending less amount. However, fresh requirements can be met by gearing up production accordingly.

[English]

MR. SPEAKER: Mr. Basudeb Acharia wants to endorse what others have said without making a long speech.

[Translation]

Thereafter, Shri Chandrashekhar will speak.

[English]

SHRI BASUDEB ACHARIA (Bankura): Mr. Speaker, Sir, it is not only the question of 60,000 workers, but there are also about another 60,000 workers who are engaged in the ancillary industries and these workers are depending upon the wagon manufacturing industries of West Bengal. So, the total number of workers involved in the wagon industry

and also the ancillary industry is 1,20,000 workers.

MR. SPEAKER: That number is already given. It cannot change because you say so.

SHRI BASUDEB ACHARIA: Sir, I fail to understand this. When the Budget was presented and the Budget was finalised...

MR. SPEAKER: That point was also made.

SHRI BASUDEB ACHARIA: No Sir. This is not covered. The Railway Minister did not visualise that there would be a less offering of traffic. When freight traffic was projected in the Budget as 380 million tonnes, how is it after one month the Railway Minister has come to the conclusion that the Railway will not be able to achieve the target of 380 million tonnes of freight traffic? As a result of this the Railway will need 18,000 wagons. Thus he came to the conclusion that Railways requirement is only 7,600 wagons. Whereas every year Railway wagons to the extent of 35,000 are condemned and these wagons are being used. Why the Railway is not trying to achieve its target when these wagon manufacturing units have been depending on Railways. The Railways is spending Rs. 700 crores for import of 3 Phase Electric Locomotives along with that technology. Sir, we are told in this House that there is a massive gauge conversion. This massive gauge conversion is being taken up because there is bottleneck and there will be more and more of traffic. But what is the result of this gauge conversion."

MR. SPEAKER: Now, Mr. Acharia please do not dilute a subject which is properly projected.

SHRI BASUDEB ACHARIA: 600 kilometres of metre gauge is being converted... (*Interruptions*)

MR. SPEAKER: Now, Mr. Khanduri not like this, please.

SHRI BASUDEB ACHARIA: 1500 kilometres of metre gauge is being converted into broad gauge. Then Railways should need more and more broad gauge wagons.

MR. SPEAKER: Now, Mr. Acharia, you please sit down.

SHRI BASUDEB ACHARIA: Sir, I have a letter. The Minister should reply to this letter. For what purpose the Railway are spending 94 million US dollars. When there is a technology and our indigenous industry can manufacture these flat wagons, why is this global tender being floated?

MR. SPEAKER: You have made very good points. Now, please take your seat.

SHRI BASUDEB ACHARIA: Not only a statement but the Minister should immediately announce that the Railways are going to place order to the extent of 18,000 wagons which was projected in the Budget to save the industry, vital industry of West Bengal and save 1,20,000 workers.

SHRIMATI GEETA MUKHERJEE (Panskura): Recently, I was in the conference of the AITUC units of these wagon industries. All the points that have been raised here, have already been represented to the Government. I would like to know from the Government that different Railway heads are claiming that they are making huge profits this year

[Shrimati Geeta Mukherjee]

and despite that, how is it that this target is not being achieved?

SHRIMATI MALINI BHAT-TACHARYA (Jadavpur): Sir, recently myself and Shri Sudarsan Raychaudhuri, MP, visited the Angus unit of Braithwaite and we find that the foundry which had been lying idle for two years has been recently re-commissioned at a high cost with the hope that the orders for parts of wagons which are to be made in this foundry are to come from the Railways. But now that the foundry is about to be re-commissioned, one finds that there are no orders. The workers were in tears. They are ready to work. The foundry is there and is ready and yet there are no orders.

I condemn this adhocism on the part of the Railway Ministry and demand that the hon. Minister should make a statement here saying that they would add up to the projection of 18,000 wagons and the order should be put regulary on a three-monthly basis or on two-monthly basis.

[Translation]

SHRI RAJVEER SINGH (Aonla): Mr. Speaker, Sir, the issue of import of wagon is going on in this House. The Congress Government has nurtured disliking for every product of India. In my constituency, there is a big railway factory. Earlier, it was proposed to manufacture coaches in this factory, which was dully taken up there but due to some reasons later on that unit was shifted somewhere else. As a result, thousands of workers had been rendered jobless. Now, the Government is going to close down the factory itself. All necessary machines are still there. The Government should make

arrangements for providing jobs to the retrenched labourers there itself. The factory located in Izzatnagar should be saved from closure. The Government should atleast have some consideration for Izzatnagar.

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Speaker, Sir, I am grateful to hon. Members, particularly Shri Somnath Chatterjee who initiated this discussion on this subject. What surprises me is the unfounded allegation that has been made.

SHRI BASUDEB ACHARIA: Why unfounded?

SHRI SOMNATH CHATTERJEE: What is the allegation?

SHRI C.K. JAFFER SHARIEF: Today who should bother about the wagons? I can understand if the consumer makes a hue and cry that we have not been able to carry the traffic.

SHRI BASUDEB ACHARIA: It is the same argument.

SHRI C.K. JAFFER SHARIEF: Please bear with me. I have heard you completely. You should also hear me.

I have not heard from any sector that we have not been able to carry the traffic. It is true during every Plan period, certain Plan projections were made. Based on that, orders have been placed.

Similarly, in the Eighth Plan period also, if certain traffic projections were made and the Budget estimates were

made, we generally come before the House and place orders. Unfortunately, we have not been able to generate the traffic which we expected.

SHRI BASUDEB ACHARIA: After one month.

SHRI C.K. JAFFER SHARIEF: We cannot understand the logic if an industry is penalised even if it improves its efficiency.

SHRI BASUDEB ACHARIA: It has improved its efficiency.

SHRI C.K. JAFFER SHARIEF: If the Railways are able to utilise their assets intensively and meet all the requirements, why should there be any objections?

SHRI BASUDEB ACHARIA: Suddenly?

SHRI C.K. JAFFER SHARIEF: Today let anyone say that they have a traffic, I am prepared to take care of it. I have not said that I am short of wagons, I am just short of locomotives. We have electric traction. We do not have electric locomotives. We are short of diesel locomotives. Other than that, so far as coaches and wagons are concerned, we have enough capacity.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Combined with the road transport.

SHRI C.K. JAFFER SHARIEF: You must understand my problem.

SHRI BASUDEB ACHARIA: Why is global tender being floated?

SHRI C.K. JAFFER SHARIEF: You must allow me to reply.

You want to say whatever you want but you do not want the version of the other side to be listened to.

So far as the import of wagons is concerned, there is no question of such a thing. Under World Bank aid, some action has been taken by the Container Corporation of India.

It is a subsidiary of the Railways which has floated a global tender which requires about 180 standard international specifications to carry 150 container traffic. That is the global tender where our Indians have also participated. The price offer have not yet been opened. We do not know when the price offer is opened, to whom it goes and what happens. We do not know about it exactly. But the fact remains that it is a World Bank aided scheme. Under the World Bank guidelines, a global tender has been floated.

SHRI SOMNATH CHATTERJEE: Is it not floated by the Railways...  
(*Interruptions*)

SHRI C.K. JAFFER SHARIEF: In my reply to the last Budget discussions, I had said about it. If the hon. Members can recollect, there was a hue and cry that we increased the freight and fare. Today, I must repeat and confess that without causing inflation, without causing any burden the common man, we do it. We did not venture to increase either the freight or the fare. So, we presented a need-based Budget. There is an element of doubt that we are not acquiring wagons to encourage production or we are influenced by the road lobby. It is absolutely not so. The road lobby has got grievances against us. The gauge conversion is going to knock away their traffic.

SHRI BASUDEB ACHARIA: That is not happening.

SHRI C.K. JAFFER SHARIEF: It is going to happen. It is happening. Please bear with me. All these years, the Railways have been dependent on conventional traffic like coal, steel, fertilizer, food-grains, fuel-products and so on and so forth. It is for the first time now we have given a lot of thrust on marketing to carry everything. As Shri Indrajit Gupta has said, I would say that more and more requirements of container traffic are going to be the new pattern of traffic which is going to come into being in India. Therefore, we have asked our coach factories to find out whether some of our wagons could be converted into containers. Three of our own Coach Factories are there. One Coach Factory is in Kapurthala and another one is in Madras—the ICF. Even, we have not been able to place the orders for coaches on them. The orders are less in number. We have told them to divert it. We have asked them as to why they should not take up the manufacture of containers. This is the position.

SHRI SAIFUDDIN CHOUDHARY (Katwa): Have you placed any order for containers?...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: I was responding the other day when the Supplementary Demands for Grants were discussed in this House, when, unfortunately, our friends from the other side were not present. The same issues were discussed by our own party Members. That is why I said in the course of the Debate that I did not miss them because my own party Members were doing their role.

SHRI SOMNATH CHATTERJEE: You have stated that you did not miss us. You do not want us. But what about the workers? What about this Undertaking?

SHRI C.K. JAFFER SHARIEF: Please listen to me. The workers are not your monopoly. We are equally concerned about the workers as much as you are concerned...*(Interruptions)* It is a very wrong notion to hold that only some people can think of workers and not others. We are equally concerned about the workers.

SHRI SOMNATH CHATTERJEE: Sweet words will not help. He is making it a party issue. We know very well that this is the attitude of the Government. On an issue like this, he is making it a partisan issue.

SHRI C.K. JAFFER SHARIEF: No, not at all. It is absolutely not so. There is no question of any party issue. It is not a question of party issue. Please do not attribute motives that we are ignoring the workers. How can any human being neglect the workers? After all, it is a human problem. We are concerned about their bread and butter...*(Interruptions)* I can understand about Shri Somnath Chatterjee who is the Chairman of the Standing Committee of Railways.

He makes studies. But Mr. Basudeb Acharia is always pats on my back saying that I am doing good work. But here, he is the rival. He cannot understand me...*(Interruptions)* All that I would say is, this wagon industry, under no circumstances, is going to suffer. Whatever is the total requirement, we have been placing orders. Today if you force me to place orders, I can do that. But then in the next two years, there will not be any orders...*(Interruptions)*

SHRI SOMNATH CHATTERJEE: It is a vital issue. I can understand if there is really going to be lesser and lesser number of wagons necessary. They are given advice for diversification. But it cannot be done overnight. I think, still there are units which need proper consideration. And if it has to be switched over, it has to be done gradually. What you will not do in the next two years, for that purpose, you are stopping it this year. The only thing he has not replied to is this. The Planning Commission had set it at 30,000 wagons, you brought it down to 18,000 wagons this year. How does it become only 7000 wagons in February? You tell me, what was your assessment?...*(Interruptions)*

SHRI INDRAJIT GUPTA: What is the assessment of the demand for the wagon?...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: The question is, I am going by the traffic; I am going by the consumer demand and I have enough of idle capacity. It is for you to tell me about it. Whatever expansion of line network we are doing, ultimately, the benefit of it is going to be reaped by the same manufacturers. It is a matter of a year or two. If we get more requirement for line network, who will manufacture it?...*(Interruptions)*

It is a question of how we can meet our requirements in the total allocation of traffic which is being offered. I can tell you that we have taken utmost care in our investment. We have made allocations more judiciously and there is no question of my discrimination against any State.

One point was made about why we are not meeting the requirement of the existing industries and why we have allowed some other new industries in

some other areas. We have not allowed any new industries. Generally, when some more people come to invest in an area, we give them education order. It is only an education order to allow competition. Every sector does it. It is nothing new. Beyond this, I have nothing to offer....*(Interruptions)*

SHRI SOMNATH CHATTERJEE: There are no explanation about the number of orders. Not a single case has been given. A very pertinent question raised by Shri Indrajit Gupta has not been replied as to whether the Government of India is going to spend money to import wagons. What is this? What shall we tell the people of this country? What shall we tell them?...*(Interruptions)* Their fault is that they are labourers. They are working there. They are Indian citizens earning their livelihood by labour...*(Interruptions)*

SHRI SAIFUDDIN CHOUDHARY: Are you satisfied with the reply that he has given... *(Interruptions)*

SHRI SOMNATH CHATTERJEE: Not one assurance has been given to me... *(Interruptions)*

SHRI SAIFUDDIN CHOUDHURY: What is your observation?... *(Interruptions)*

SHRI SOMNATH CHATTERJEE: It is a question of livelihood of workers and not a single order has been given... *(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: He says that the World Bank was compelling them to have a global tender. Now, how did they accept the advice of the world Bank? But the question that he should answer is... *(Interruptions)*



SHRI SOMNATH CHATTERJEE: People in this country will feel that Parliament cannot solve this basic issue of survival of sixty thousand people in this country.

SHRI NIRMAL KANTI CHATTERJEE: Additionally, they have asked the private sector to own it and run it.

MR. SPEAKER: The Minister of Railways and the Ministry of Railways should be congratulated for having a plan for having Uni-gauge in the country. But at the same time it is very difficult to understand when the Planning Commission says that 30,000 wagons are required and this Ministry says that 18,000 wagons are required and they have only ordered for 7,000 wagons? How do they explain this? It is because the requirement of wagons depends on the production in the country, the figures of which are available with the Planning Ministry. Certainly the Railway Ministry which is responsible for carrying the goods also, is applying the mind to this problem and had come to the conclusion that 18,000 wagons are required. How do we explain it?

SHRI C.K. JAFFER SHARIEF: I have not said about any sector...

MR. SPEAKER: Then why is this big discrepancy? That means the production has not come down. The Planning Ministry says that 30,000 wagons are required. Your Ministry says that 18,000 wagons are required. Who is carrying these goods? If you do not have the funds, one can understand it. But, if you are not agreeing to the figures, how do we accept it?

SHRI C.K. JAFFER SHARIEF: Sir, there is always a mid-review. In the mid-

review, what the revised requirement worked out was about 10,400 numbers against 18,000. Already, the order placed with the industry was 7,600 wagons... *(Interruptions)*

MR. SPEAKER: If you are interested in talking, you can talk. If you are interested in reply, you should hear, please.

SHRI C.K. JAFFER SHARIEF: Sir, we generally keep on making review in which we came to the conclusion that as against 18,000 wagons, our requirement came down to about 10,400 wagons.

MR. SPEAKER: How did it come down?

SHRI C.K. JAFFER SHARIEF: Out of which, already the order placed on industries was about 7,600; Railway Workshops 1,000 wagons; tender floated is 1,800 wagons; total of 10,400 wagons. Apart from this, the CONCUR is 3,750 and Own-Your-Wagon Scheme is 2,205 wagons. This Own-Your-Wagon Scheme is an area where these wagons builders can go and approach.

SHRI NIRMAL KANTI CHATTERJEE: Why are they handing over to Own-Your-Wagon Scheme area?

SHRI INDRAJIT GUPTA: Are you satisfied with the reply? You have asked a very clear question.

MR. SPEAKER: Well, I do not know. I think, the Minister has some difficulties and probably he will discuss those difficulties with you and try to solve this real problem, which is a problem which should be solved.

SHRI NIRMAL KANTI CHATTERJEE: If there is a surplus of wagon...*(Interruptions)*

MR. SPEAKER: He will discuss with you. Well, I have not understood his difficulty. Probably you have also not. Please have a discussion with him and try to solve it.

*(Interruptions)*

SHRI SOMNATH CHATTERJEE: He is not prepared. He is shaking his head. You are not prepared to discuss.

SHRI C.K. JAFFER SHARIEF: I am prepared to discuss with you. I am quite confident to convince them.

SHRI SOMNATH CHATTERJEE: Without any result.

SHRI C.K. JAFFER SHARIEF: I am quite confident of convincing you.

13.00 hrs.

SHRI SOMNATH CHATTERJEE: Sir, we are grateful to you for your kind intervention. We have really tried to elicit the facts so that the people could be told about them. There is no real response from the Government. Now, he has complicated the issue by referring to purchases from the private sector. He kept it back until you put that question. He has not come out with the facts...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: Why should they buy if they have a surplus? Why should they require them if they have a surplus?...*(Interruptions)*

SHRI SOMNATH CHATTERJEE: I do not know why the purchases from the private sector are required if there is no traffic at all. How does that theory fit in with the fact that they try to purchase from the private sector. With full respect of the House, Sir, I do think we must register our strong protest. With the fullest respect to you, Sir, we must walk out. We walk out.

13.01 hrs.

*At this stage, Shri Somnath Chatterjee and some other hon. Members left the house... (Interruptions)*

SHRI INDRAJIT GUPTA: Let them say that they will not import a single wagon. In his answer, he has not stated anything. In view of his refusal to answer that particular question which you have put to him, we hope you will approve of our walk out.

13.01½ hrs.

*At this stage, Shri Indrajit Gupta and some other hon. Members left the House... (Interruptions)*

SHRI C.K. JAFFER SHARIEF: I have answered, Sir...*(Interruptions)*

*[Translation]*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): The reply given by the Government is not satisfactory. There I also walk-out alongwith my party members.

13.02 hrs.

*At this stage, Shri Devendra Prasad  
Yadav and some other Hon. Members  
left the House.*

13.02½ hrs.

RE: REPORTED MOVE TO ALLOW  
ENTRY OF FOREIGN MEDIA INTO  
INDIA

[English]

MR. SPEAKER: May I request  
Chandra Shekharji to speak? sorry for  
detaining you for a long time. You can  
have as much time as you like. Or, would  
you like to raise it tomorrow? I will leave  
it to you.

SHRI CHANDRA SHEKHAR  
(Ballia): I do not need much time, Sir.

[Translation]

Mr. Speaker, Sir, I would like to  
draw the attention of the Government  
towards an issue which is being widely  
discussed for last several days. It is  
regarding the permission to be given for  
the entry of foreign newspapers into  
India...*(Interruptions)*

Mr. Speaker, Sir, please control  
these people. They think that they have  
control all over the world.

SHRI MURLI DEORA (Bombay  
South): He has control over you also.

SHRI CHANDRA SHEKHAR: You  
people cannot control us. There must be  
some etiquette...*(Interruptions)*

Mr. Speaker, Sir, during the past  
few days there was a reported move to  
allow entry of foreign media into India.  
Today a News has appeared on the front  
page of a leading Delhi newspaper that  
the cabinet meeting is slated to be held  
on the 25th to take a decision in this  
regard. It has also been reported that the  
Ministry of Finance has opined to allow  
entry of foreign media into India. There  
are some persons who are opposing it,  
but majority of people endorse the decision  
of entry of foreign media into the country.

Mr. Speaker, Sir, a national policy  
was formulated in 1955 under the  
Chairmanship of Pandit Jawaharlal Nehru.  
Shri Keskar was also included in it.  
Under that policy it was decided that  
entry of foreign media into India will not  
be allowed. "The Statesman" was the only  
newspaper which was allowed to continue  
at that time because it had its specific  
circumstances. But today, the decision is  
taken abruptly. During the past three  
years, such decisions have been taken  
from time to time. So far as the question  
of policies is concerned these were  
neither discussed inside nor outside the  
Parliament and nor the people were  
consulted in this regard.

Mr. Speaker, Sir, I would not like  
to discuss the repercussions of the entry  
of foreign media into the country, but I  
would like to submit that many countries  
which have adopted the policy of  
liberalisation have not allowed entry of  
foreign media into their countries. As  
some hon. Members were pointing out  
the circumstances have compelled the  
Government to bow before the external  
pressure.

Mr. Speaker, Sir, the Government  
is reluctant to discuss with the political  
leaders of the Opposition. But it should

have discussed at least with the media persons. I would not like to talk about the newspaper owners because they have entered into rivalry to have maximum collaboration with foreign media. Mr. Speaker, Sir, it is a question of a policy on which future of India depends to a large extent. If the foreign media is allowed to enter into our country it will adversely affect our culture, civilization, customs, policies and freedom of speech and expression. I would like to submit that the Government should understand the gravity of this issue and prior to making any decision, it should be discussed here. I do not find any proper logic on the basis of which entry of foreign media should be allowed into the country. Thank you for giving me an opportunity to raise this issue.

SHRI RABI RAY (Kendrapada): Mr. Speaker, Sir, in reply to my question, the hon. Minister of Information and Broadcasting had assured that the Government will not follow this policy. A newspaper from Calcutta, West Bengal had applied seeking permission to have collaboration with foreign news papers. We were concerned over it and I would like to thank Shri Chandra Shekhar for raising this issue. Qualitative journalism is the legacy of our national movement and we inherit certain merits therefrom. While our own newspapers were raising their voice against imperialism during the national movement, we built up journalism by publishing journals in regional languages of the country through freedom of expression. In 1955, the Cabinet had decided during the Prime Ministership of Pandit Jawaharlal Nehru not to allow the entry of foreign media into the country. I agree with the views of Shri Chandra Shekhar that it is a severe blow to our cultural traditions and the legacy of the national movement. However, while replying to question raised by one hon.

Member, the Government had stated that it had not allowed the entry of foreign media. How far it is justified that the Parliament has not been taken into confidence and the fact were divulged outside the Parliament?

I had asked reliable source of the Prime Minister as to why the decision taken by the cabinet in 1955 is being violated. The Government of India has become the victim of external pressures. It is also an attack on the autonomy of the Lok Sabha, our journalism and freedom of thinking. We are opposing that policy which is not in our national interest and if the entry of foreign media is allowed, news relating to our country will not appear. I, therefore, submit that the Government should not allow entry of foreign media without taking Parliament into confidence.

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Speaker, Sir, this is a very serious issue because Indian newspapers had worked with foreign missionaries during the freedom struggle. Not only this the standard of Indian newspapers equally matching to the standard of any foreign newspaper. Though newspapers of high standard Newspapers are being published in our country, the people in other countries are eager to know the level of our reporting the Press Council of India has submitted its report to the Government and has suggested that the entry of foreign media to this country should not be allowed. The Press Council of India comprises of journalists etc. Therefore, I do not find any reason that the Government should not accept it. Today, it is being demanded that foreign newspapers should not be dumped here. It means that our newspapers which are being sold at Rs. 1.50 per copy, will have to be sold for 50 paise or 75 paise after the entry of foreign newspapers in our

[Shri Chandulal Chandrakar]

country. This, our cultural tradition and the environment is being vitiated. The Government is taking the plea that it is facing external pressure. The World Bank is exerting pressure on us. If the permission for the entry of foreign media into our country is given it will entail day-to-day pressure on us. I, therefore, submit that the permission for entry of foreign media into our country should not be given at all.

MR. SPEAKER: Shri Chandulalji, why do you need assistance?

SHRI CHANDULAL CHANDRAKAR: Sir, through you, I would like to convey the message to the Government that entry to any kind of foreign media—be it a daily, a weekly or a monthly journal—should not be allowed into our country.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, we are thankful to Shri Chandra Sekhar for raising this very very vital issue in the House. We were told that globalisation was necessary for the sake of improving our balance of payments position and for improving our economic condition. About the economic prosperity of this country, we have different views. I am not going into that. But we cannot understand how liberalisation should include allowing the foreign newspapers to come here. It has nothing to do with our economic production of our economic progress. It can have nothing to do with it.

We have had the fortune of also reading these papers. I was recently in the United States. Hardly you can read any newspaper except perhaps *The New York Times* or *The Washington Post*.

Even the people there do not read except for advertisement and all that. Are we going to allow this country's thoughts—our information process—to be dictated by or guided by the foreign papers whose journalistic standard is much much poor than our journalistic standard. There is no doubt about that. Will our future be a tabloid journalism in this country?

We have seen what sort of so-called newspapers are published. News has no value there. News value is nil. Only sensationalism, yellow journalism and nothing else is there. We must congratulate our journalist friends. They have been able to maintain a very high standard. The ownership is in the hands of the rich people in this country—monopolies. Even then our journalist friends have been able to keep a very high standard of journalism in this country. It will be a very very sad day if in the name of liberalisation or globalisation, this country's doors are opened to be swarmed over by people who have tonnes and tonnes of money, whose only credibility is: "They are rich people." They have no other credential. Then, they will swallow this country with their publications which we must resist. It will be a very sad day. I am sure, the people of India will oppose it tooth and nail. The Press Council has rejected this proposal. We have not heard anybody saying in favour of this.

Let this country's direction be not guided or controlled by the foreign media. That is what will happen. They will insidiously try to influence public opinion with their newspapers. Those newspapers will look after their interests. Those newspapers will not look after our interests. They cannot have our interest at heart. Therefore, it would be a dangerous phenomenon which we find we are faced with. We must protest

against that. I demand that the Government must immediately withdraw such a proposal. I would like to know how this spokesman behave outside also. Let us see it.

As every section of the House has protested against that, the Government should immediately give up the idea—this pernicious anti-national idea—of allowing foreign newspapers to come into this country.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): I have just one point.

MR. SPEAKER: There are other issues. They are waiting for raising those issues.

SHRI NIRMAL KANTI CHATTERJEE: I just want to remind that quite a long back, we had expelled *the Reuters* and introduced our own agency.

Now, if we allow the foreign papers to come, that will be forfeited a backdoor entry of all kinds of disinformation, which is pushed through by Reuters and others...*(Interruptions)*

MR. SPEAKER: You, Lokanathji.

*(Interruptions)*

MR. SPEAKER: There are other Members who want to raise other issues.

*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: Sir, the question as raised by Shri Chandrakar also does not get an answer and that is: Is it part of a condition that if we require foreign capital, we have to import this kind of a culture which, in one

word, can be characterised as 'anti-Indian'? It is not that question they have to address and they are to discuss within their own party whether or not there should be a stop somewhere along the line so that these things do not come along with this foreign capital? That is all that I want to say.

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, my submission is that the question raised is very serious—very serious in the sense as I see....

MR. SPEAKER: My difficulty is, now that it is properly highlighted, you should get a response from the Government.

*(Interruptions)*

SHRI LOKANATH CHOUDHURY: Mr. Speaker, Sir, we are opposed. But, this is not cultural liberalisation. In the world today, in regard to cultural invasion, there is now a monopoly called the Media Monopoly. There is high monopoly in the world today and our journalism, our newspapers have a tradition. We have also a tradition. In our freedom struggle, our newspapers have played a very glorious role and our heritage is enthralling. Now, allowing the foreign newspapers, we are going to rather dislink our heritage from us. It will be dangerous...*(Interruptions)*

Sir, I do not know, at what point the Government has risen...*(Interruptions)*

Therefore, Sir, it is not only cultural invasion... *(Interruptions)*

MR. SPEAKER: Now, Shri Lokanathji, do not make it a regular speech, please.

SHRI LOKANATH CHOUDHURY:  
It is the invasion of country's cultural heritage, which is dangerous. I think the Ruling Party must see the writings on the wall. They should not dislink this country's culture; they should not dislink from those newspapermen who participated in the freedom struggle, who are much superior to any of the foreign newspapers which have no human respect.

MR. SPEAKER: Let us hear what the Government has to say on this point.

*(Interruptions)*

SHRI LOKANATH CHOUDHURY:  
Sir, all the foreign newspapers have no human respect. Our journalism can only claim humanism which is most important in today's world... *(Interruptions)*

MR. SPEAKER: You should stop it; you are all the time interrupting like that.

*(Interruptions)*

MR. SPEAKER: Now, you should, because all the time you are just speaking out somewhere sitting on the bench.

*(Interruptions)*

AN HON. MEMBER: Don't we have any right?

MR. SPEAKER: I cannot allow everybody to speak at one and the same time. You please sit down now

*[Translation]*

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Speaker, Sir, my submission is that the Government is openly attacking upon the culture and

tradition of our country by inviting foreign newspapers and by taking unilateral decisions one after the other. In this way, it is playing a dangerous game to attack upon the culture of our country. When our journalists and the journalism are capable then why these foreign newspapers are being invited? The ill effects of inviting the multinational companies in the field of mining and other fields are well known. I think that if the Government is going to take any decision to invite the foreign newspapers, it should withdraw its decision and should reconsider it.

*[English]*

MR. SPEAKER: Who on behalf of the Government would like to respond?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO): Sir, since you are commanding us that somebody should respond.

MR. SPEAKER: Anybody can respond, but somebody should respond it properly.

SHRI EDUARDO FALEIRO: As the Minister of Parliamentary Affairs, well, I think there cannot be any doubt or dispute over the fact that the public opinion of this country has to be articulated by the people of this country and there is really no case for having foreign newspapers installed here in any manner which is not in tune with our public interest. Well, this is a general proposition that I am putting across...*(Interruptions)*

Everything emerges from general propositions only. As far as the specific case is concerned, I am not aware of the fact of the matter. I will surely indicate the feelings of the House to the Minister of Information and Broadcasting. Maybe, he would like to respond.

SHRI TARIT BARAN TOPDAR (Barrackpore): That means, we have not got a proper response from the Government.

SHRI SOMNATH CHATTERJEE: I must, at least, thank Shri Faleiro for what he has said, even if it were his personal opinion only. I hope he does not lose his job!

[*Translation*]

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal): Mr. Speaker, Sir, I would like to draw the attention of the Government through you towards the agitation going on for the last 20 days in the hilly region of Uttar Pradesh.

Mr. Speaker, Sir, a big agitation is going on for the last 20 days in the eight districts of Uttaranchal, which is against the new reservation policy of the Uttar Pradesh Government. I would like to make it clear that we are not talking about Uttaranchal by opposing the reservation policy. Keeping in view the typical conditions of that region, my submission is that the 27 per cent reservation has been implemented in Uttaranchal which is neither proper nor justified.

Mr. Speaker, Sir, the question of bread and butter is a major issue in Uttaranchal region today. About 70,000 youth get their names registered in the

employment offices every year and out of them about 2000 only get the jobs. Besides it, those people are hardly 2 per cent for whom 27 per cent reservation is being kept. I would like to bring it to your notice that the problems are likely to crop up in this border region if the outsiders go there and the people of that region will have to come out for jobs in lakhs.

Mr. Speaker, Sir, I would like to draw the attention of the Government towards the fact that this problem is coming up due to the demand of the formation of a separate State of the Uttaranchal region and this demand is lying pending with the Government since 1991 and no decision has been taken on it so far. Therefore, this problem is coming up. Mr. Speaker, Sir, the Government of Uttar Pradesh which has implemented this separate reservation policy has fully supported the demand of the separate State.

13.23 hrs.

[*MR. DEPUTY SPEAKER in the Chair*]

There had been a discussion in this House for 7 hours on the formation of a separate State of Uttaranchal from Uttar Pradesh and at that time the hon. Members of the House had accepted that keeping in view the development of this area, it should be declared a separate State. Our colleagues from Congress had also said that from the developmental point of view it is must and therefore even today if we accept that this area must be a separate State then the people of this area should be given the right to form their own policy regarding reservation. Therefore, my submission to the State Government is that the implementation of 27 per cent reservation



[Maj. Gen. (Retd.) Bhuwan Chandra Khanduri]

policy should be postponed for the Uttranchal region till it is declared a separate State and later on as the other States have the right to determine their respective reservation policy in the same way the reservation policy should be determined by the people of Uttranchal themselves.

Mr. Deputy Speaker, Sir, a large number of people have come at on the roads. Today the 23rd August, the Uttranchal had observed bandh. None is going to the office and the vehicles are not running on the roads. There has been the incident of firing at so many places during the last 20 days. On 7th August the incident of firing took place in my constituency at Pauri. A member of women have got head injuries and have been hospitalised. If the ire, which is spreading there will not differed it will create serious and the people of Uttranchal, who are known for their peace loving nature would be instigated for violence then I would like to repeat that if the soldiers and the ex-service men of this border area will be compelled to adopt the palm of violence, it will be very unfortunate for us.

I, therefore, submit to the Central Government that it should advise the Government of Uttar Pradesh and Shri Mulayam Singh Yadav not to give provocative statements such as the hill people will be driven out of the planes. Such statements must be condemned. My submission to you is that you should send our message to the hon. Prime Minister that the declaration of 27 per cent reservation should be withdrawn immediately and the decision should be taken immediately on the issue of declaming Uttranchal, a separate State, which is lying pending since November

1991 and he should be no more a silent spectator... *(Interruptions)*....

*[English]*

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, I want to say a few words on this... *(Interruptions)* Many Members spoke on the other two subjects but you are not giving us any opportunity to speak... *(Interruptions)* I want to speak on this subject...*(Interruptions)* About twenty Members spoke on that subject earlier...*(Interruptions)*

Sir, chance is being given to other Parties...*(Interruptions)*

MR. DEPUTY-SPEAKER: I called the first name. Now, I am calling the second name. Shri B.L. Sharma Prem.

*(Interruptions)*

*[Translation]*

SHRI B.L. SHARMA PREM (East Delhi): Mr. Deputy Speaker, Sir, I would like to draw the attention of the Government through you towards the East Delhi district, where the crimes have been committed in such a large number during the last two and half months that perhaps it is new record of crimes in our country. There has been 56 crimes during the last two and half months, the details of which I would like to put forth before you.

Three cases of dacoities, five cases of kidnapping or abduction. Five cases of murder have been committed in my area. Three dead bodies have been found and seven cases of land grasping have come to the notice. You will be surprised to know that in my constituency of East Delhi hootch is being prepared at seven places and at nine places gambling dens are being run. There are twelve brothels and Government property

worth Rs. seven hundred crores has been grasped by the people.

I had drawn the attention of the hon. Minister of State in the Home Affairs in this regard and given a memorandum to this effect on 17th May. Alongwith that all the 7 MLAs of my constituency were on a token hunger strike on 17th August. We have given several reminders to the Lt. Governor to this effect. Economic condition of people living in my area is worse than that of people of Bihar and Uttar Pradesh. Gambling dens are being run openly under the nose of Deputy Commissioner of Delhi (North-East). Law and order situation in that area is deteriorating day by day. I have given an ultimatum to the Minister of Home Affairs that if he does not interfere in the matter upto 30-31 and transfer the DCP from there then the people of East Delhi will sit on hunger strike unto death. I also demand for immediate removal of the D.C.P. from there who is encouraging the illegal activities in the area...(Interruptions)

MR. DEPUTY-SPEAKER: Shri Rabi Ray.

(Interruptions)

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): Mr. Deputy-Speaker, Sir, I am on a point of order. Why my name is not called even after giving notices daily. I would like to know that whether only 5 or 6 people have right to speak in this House and others do not have this right. Whether notice does not have any value. In the last one hour of the proceedings of the House Hon. Speaker has allowed only few people to speak. This has become a routine matter. I protest against it. I would like to know whether only selective 5-6 people who

sit on the front benches will be allowed to speak in this House. We are new Members of this House and should be given chance to speak. Therefore, I leave the House as a mark of protest on this issue.

13.30 hrs.

*At this satge, Shri Mohammad Ali Ashraf Fatmi left the House.*

SHRI RABI RAY (Kendrapada): Mr. Speaker, Sir, through you, I would like to raise an important issue in this House. All the leaders are unanimous on the issue of social justice. I would like to blame the Ministry of Human Resource Development for not implementing the reservation policy in toto. The special committee of UGC has made recommendation to provide 22.5 per cent reservation for SC/ST in all the ten Central Universities set up in various parts of the country. It has also recommended to bring a Bill to this effect in Lok Sabha by June to give benefit to this reservation of SC's and ST's. But Mr. Deputy, Sir, it is very interesting that the Special Committee of UGC was appointed by Ministry of Human Resource Development itself and now the same Ministry is not accepting the recommendations made by the Committee and thus no action has been taken. Ministry of Welfare has not asked the Ministry of Human Resource Development to bring the Bill by the month of June. Now August is ending and Parliament has no information in this regard.

Mr. Deputy-Speaker, Sir, through you, I would like to say that University is an institution of learned persons, teachers and students. JNU is considered to be one of the revolutionary varasities but the percentage of SC/ST people there

[Shri Rabi Ray]

is less than 4 per cent. Vishwa Bharati has 7 per cent, Pondichery University 18 per cent, Indira Gandhi Open University 6 per cent, Aligarh Muslim University 0.2 per cent and Jamia Miliya has only 1.30 per cent reservation. In respect of the recommendation made by the Special Committee of UGC for providing 22.5 per cent reservation in varasities run by the Central Government. I would like to know from the Government why this recommendation has not been accepted and why the principle of Social justice is being betrayed?

Mr. Deputy-Speaker, Sir, Central Government should have provided 22.5 per cent reservation in its varasities thereby presenting a model before the universities run by State Governments. But the Central Government itself is not providing reservation as recommended by the committee in its varasities then how it can ask the State Governments to implement this. Sir, through you, I would request the Union Government that immediate necessary action may be taken to implement this principle of social justice in the universities.

SHRI SUBAS CHANDRA NAYAK (Kalahandi): Mr. Deputy-Speaker, Sir, through you, I would like to request the Government that in my constituency, at Kalahandi and Junagarh water-logging is continuously spreading for more than 2 months period. At Junagarh, the Collector, the sub-Collector and Tehsildar have demolished about 100 houses of poor people till 21st August 94 in the name of widening the lanes. Through you, I would request the Government that such action should immediately be stopped. My constituency is most backward. There are large reserves of lime-stone, bauxite, white-stone, bamboo, ruby gemes stone and other forest products. There is no

industry. As a result thereof, the white stone is sent outside. Its factory is located at Terubali. Similarly, bamboo is sent to Raigarha, where J.K. Paper Mill is located. Thus the raw-material is being sent outside the area.

Through you, I would request the hon. Prjme Minister as well as the hon. Industry Minister that either in public sector or private sector, an industry, should be set up in my constituency.

SHRI LAXMINARAYAN PANDEYA (Mandsaur): Mr. Deputy-Speaker, Sir, the manner in which the excavation job of dimonds has been taken away from the National Mineral Development Corporation and is being handed over to the multinational companies of South Africa in Dariyabandh tehsil of Raipur district in Madhya Pradesh, there is a possibility of bungling worth crores of rupees in the excavation job of many thousand crores to be undertaken under this project.

So far as I know, the officials of the Union Government and a Uniort Minister have issued directive to this effect that this work should be entrusted to foreign companies. I apprehend that the work which is being undertaken by sidelining Minerals and Metal Trading Corporation and ignoring National Mineral Development Corporation is not proper. The Secretary of the concerned Department had also objected to this step and stated that the Government should reconsider its decision.

Sir, I would request you that before entrusting the job to foreign companies, the Government should reconsider its decision. It should act judiciously. Otherwise as per reports appearing in the newspapers, it seems that the multinational companies are arbitrarily

being allowed to enter in this field. As a result, the National Mineral Development Corporation is suffering a great loss and as such the Government is digging its own grave.

[English]

SHRI DWARKA NATH DAS (Karimganj): Mr. Deputy-Speaker, Sir, heavy load-shedding has been going on in southern Assam, particularly in Barak valley. I have taken up the matter time and again with the Government of Assam as well as with the Central Government, but the situation has not at all improved. Assam is getting power from the neighbouring States of Meghalaya, Manipur and Tripura although it has got its own resources to generate electricity. Gas is coming out from Adamtilla in Karimganj District, and from Bashkhandi in Cachar.

MR. DEPUTY-SPEAKER: Mr. Das reading a prepared speech in the House is prohibited. Let us not violate the Rules.

SHRI DWARAKA NATH DAS: Sir, it is estimated that at least 35 to 40 MW of electricity could be generated from gas coming out of aforesaid places, but till date no efforts have been made. That is why, I would request the Government of India to look into the matter so that immediate steps could be taken to generate electricity from gas or to adopt other measures to save southern Assam from severe day-to-day load-shedding.

[Translation]

SHRI DATTATRAYA BANDARU (Secunderabad): Mr. Deputy-Speaker, Sir, there is a Padmashree Explosives Company at Hajurabad in Karim Nagar district of Andhra Pradesh which has explosives manufacturing licence and it

illegally supplies explosives to the terrorists of Punjab, J.K.L.F. and the militants of Assam. Big politicians are also involved in this racket. The supplier of that company was caught red-handed at Ajmer while carrying the explosive material. The Government of Rajasthan ordered a CBI inquiry and booked him under TADA.

The editor of "Udhayam" published this news and because of this he had to resign under compulsion.

Besides this, the above company also sold explosives to the naxalites of Andhra Pradesh illegally. As a result thereof, about one thousand land-mine blasts took place and one Superintendent of Police, one Additional Superintendent of Police, 126 police personnel and 36 civilians were killed in these explosives and about one thousand buses and six hundred private houses were destroyed.

[English]

The most unfortunate thing is that the Editor of *Udhayam* was forced to resign. It is because one of the Congress MPs is owning that newspaper in Andhra Pradesh.

In Andhra Pradesh, so many journalists had been attacked. Freedom of the Press had been scuttled down. The owner, being the Member of Parliament, had forced to the editor of *Udhayam* to resign from his post.

Sir, always the Congress leaders and even the Prime Minister used to say that our primary duty is to protect the unity and integrity of our country. But, here, the company is selling explosives to the JKLF, the LTTE and others.

Therefore, I demand from the hon. Prime Minister, through you, that a fresh

[Dr. Dattatraya Bandaru]

CBI inquiry should be conducted to see that the culprits, whosoever they may be, are brought to book. Even the so-called big politicians are running such companies dealing with explosives. They must also be punished...*(Interruptions)*

MR. DEPUTY-SPEAKER: Mr. Bandaru, I have already rung the bell. In spite of that you are continuing. It is not fair....*(Interruptions)*

SHRI DATTATRAYA BANDARU: I demand that a CBI inquiry should be conducted and whosoever is found guilty should be punished...*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO): Sir, I have no quarrel with what the hon. Member has said. I respect his right. He has mentioned the name of some Member of Parliament from the other House that he had done something. I think he has not given you the notice for making such an allegation. Therefore, it should not go on record...*(Interruptions)*

MR. DEPUTY SPEAKER: Okay, I will expunge it from the record.

SHRI KALKA DAS (Karolbagh): He has not mentioned anybody's name. He has just said that "some Congress M.P.".

MR. DEPUTY-SPEAKER: All right. If he has mentioned name of an M.P., we will expunge it.

*(Interruptions)*

SHRI EDUARDO FALEIRO: It is not a question of naming a Member. There is only one Member of Parliament in other House who is owning a newspaper in Andhra Pradesh. That should not go on record...*(Interruptions)*

*[Translation]*

DR. P.R. GANGWAR (Pilibhit): Mr. Deputy-Speaker, Sir, a Kendriya Vidyalaya is functioning for the last ten years at Sainik Vihar (Rani Bagh), Delhi but the school building has not been constructed so far. So far as I know, perhaps the funds for the construction of school building was released few years back.

That school is running in tents. The condition of tents is also very poor. As a result, the students and the teachers have to undergo a lot of difficulties during seasons of rain, summer and winter.

Neither there is proper arrangement of drinking water nor adequate desks to sit in. On account of this, the study of the students is being adversely affected which is the cause of grant resentment of guardians...*(Interruptions)*

I, therefore, would request that the Government should look into it and issue orders to the concerned officials to make immediate arrangement of school building, drinking water, desks etc. so that the students could study in a proper atmosphere and there would be no resentment among the guardians.

*[English]*

MR. DEPUTY-SPEAKER: Dr. Gangwar, do not be the last speaker daily in the Zero Hour. Let others also participate. You be kind enough to your other friends. Why do you go on repeating

it unnecessarily? You have made your point very clear.

SHRI HARADHAN ROY (Asansol): Sir, through you I would like to draw the attention of the Prime Minister, the Minister of Heavy Industries. The increase in Dearness Allowance as declared by the Department of Public Enterprises is Rs. 1.65 to Rs. 2 per point. It has been paid to all the workers in public sector units. The D.A. has not been paid to the workers of Refractory and Ceramic Units of Burn Standard Company on the plea of losses. The Dearness Allowance is paid to employees of all public sector units irrespective of profit or loss. But employees of these units have not yet been paid their enhanced D.A. This kind of discrimination should not be there on the part of the Government. So, I request you that Dearness Allowance should be paid to the workers of these units immediately with retrospective effect.

*[Translation]*

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy-Speaker, Sir, I would like to draw your kind attention towards a very important issue. In some parts of Patna, Gaya, Jahanabad and Nalanda, there is no means of transport. A long time ago, Martin Company had laid a narrow-gauge line between Fatuha and Islampur. Its length was about 50 kilometres. When it was nationalised, that line was closed. The people of that area are facing great difficulty in travelling. They are required to pay Rs. 25 to Rs. 30 as bus fare. That area is infested by Naxalite movement. I would like to suggest that the Government should extend this line upto Bodh Gaya. Bodh Gaya is an international tourist place. Many foreigners visit this place. If this line is extended, it would

facilitate movement of the people and the backwardness of that area would be removed. The Government should look into it and restore this line for public convenience.

SHRI BRISHIN PATEL (Siwan): Mr. Deputy-Speaker, Sir, the Rajmahal Project is the second largest Coal Mining Project in Asia which is situated at Mamtia in Gonda district of Bihar. Its land acquisition process was completed in 1984 but the compensation in large number of cases is yet to be paid. I would like to quote the example of a village. The land of all the villages falling under Hijukita was acquired for this project but this is the only village where compensation of 50 per cent land thus acquired has not been decided yet. Further, it was also promised to provide a job in lieu of acquired land. The evaluation of the houses covered under this project is also not being done properly. The officials of this project are not paying attention towards formulation of a scheme for proper development of these villages.

The people have been raising their voices for several years to solve this problem and the local authorities have been giving them assurances but nobody is going to implement it.

Therefore, through you, I would request the Government that these demands may be met at the earliest.

*[English]*

SHRI P.C. THOMAS (Muvattupuzha): The viewers of TV in Delhi had the advantage of seeing about six or seven regional programmes in Delhi itself without a dish antenna till recently. Recently, 13 new channels have

[Shri P.C. Thomas]

started. It is a matter of great pride that we can see programmes in about ten regional languages all over India.

Now in Delhi, we have a system called "terrestrial transmission" which transmits through land. That is the way in which we could get transmission of regional languages in Delhi very well and very clearly.

Now unless we use a very costly dish antenna, we would not get any programme in regional languages in Delhi.

I would request the hon. Minister and also plead with the Minister of Parliamentary Affairs, who is present here, to bring it to the notice of the Minister of Information and Broadcasting that terrestrial transmission should be restarted in Delhi and also in other cities of India so that we can see programmes in ten languages all over the country.

The parliamentary proceedings are also now live telecast, but they are clear in some portion and not clear in some other portion. So, I would again request the hon. Minister to restart the above programme in Delhi.

[Translation]

SHRI RAM PRASAD SINGH (Bikramganj): Mr. Deputy Speaker, Sir, through you I would like to draw the attention of the hon. Minister of Petroleum towards my district.

The population of Rohtash and Jhabua districts of Bihar is around 20 lakh. There is a severe shortage of gas connections in these districts. A ban has been imposed on the falling of trees and coal is also not available. There is just one gas agency, which is not supplying

cylinders in sufficient quantity. Cylinders are sold in black there. The Central Government had published an advertisement on 20.8.1987 to allot gas agency to the Scheduled Caste people in Bikramganj in Rohtash district. The advertisement appeared again in January, 1994, but till date the Central Government has not taken any action on it with the result, that the agency holders are charging arbitrarily from the consumers and the cylinders are being sold in black. Instead of two, just one cylinder is supplied there. There is acute shortage of gas and therefore, I urge upon the hon. Minister of Petroleum that if no one turns up in response to the advertisement appeared for the Scheduled Castes in Bikramganj in Rohtash district, the same should immediately be turned into general category advertisement and the gas agency should be allotted to someone.

SHRI VIRENDRA SINGH (Mirzapur): Mr. Deputy Speaker, Sir, my Constituency, Mirzapur Bhadoi has the biggest carpet industry of the world. On 15th August, the hon. Prime Minister referred to the child labour from the rampart of the Red Fort and said that the child labour from the industries will be eradicated and the child labour will not be allowed in any industry.

13.15 hrs.

[SHRI NITISH KUMAR *in the Chair*]

Sir, I would like to urge upon the Government through you that recently when the hon. Labour Minister paid a visit to my Constituency, he went to Mirzapur Bhadoi carpet industry area also and told during conversation that there was no child labour there. I am also against child labour in industries. I oppose the exploitation of the labour in labour

dominated industries. The children should not forcibly be made to work but there are voluntary organisations which indulge in propaganda against the carpet industry in foreign countries, which gives 1200 crore rupees as foreign exchange. They propagate that the carpets are dyed in the blood of the child labourers and that the nails of the workers are pulled out and they are forced to weave the carpets. Questions have been raised several times in the House regarding persons who are doing such anti-national activities. I would like to say that they are not only disgracing the country but are doing anti-national work and are bringing economic loss to the nation. My submission to the Government through you is that if such anti-national elements are honoured, that will be a wrong practice and the Government should not do so. Such people should be prosecuted for anti-national activities and should be put behind the bars. These are the people who form voluntary organisations in the country, indulge in anti-national activities and get money from abroad. My submission is that they should work to make the industries free from child-labour. If they claim to be doing so, they should then put forth the figures before the Government. If these figures prove to be true, I would like to say that I would get such persons honoured publicly in my Constituency. But there are anti-national elements who go to Germany and USA and get other countries carpets sold and want to form such laws that Mirzapur-Bhadoi carpets should be sold only after they permit. Such anti-national people should be prosecuted. At least, 25 lakh people in Uttar Pradesh and Bihar get employment in the carpet industry. If a law not enacted for them, then this carpet industry will be ruined. I know that such allegations are levelled that the Members of Parliament get money from carpet industry and speak such type of things in the

House. Mr. Chairman, Sir, I challenge such anti-national people who level charges against me. There is no power on earth which can stop me from saying the right thing and no one can buy me.

My submission to the Government through you is that the anti-national people, who are leading the movement to eliminate child labour by forming voluntary organisations, are earning money through such activities. Such people should be put behind the bar.

*[English]*

SHRI P. KUMARASAMY (Palani): Sir, I wish to bring to the notice of the Centre through this august House, the urgent need to clear Sethusamudram Project in Tamil Nadu immediately as demanded by the hon. Chief Minister, Dr. Puratchi Thalaivi.

This project which will give a boost to economic activity in Tamil Nadu, has been hanging for five decades for want of clearance from the Centre. Since repeated reminders could not get the clearance for the project, our hon. Chief Minister has made a fresh appeal on 21st August and demanded that Sethusamudram Project together with the Tuticorin port expansion project should be cleared at the earliest.

While this project will further the economic activity of Tamil Nadu, it will also save Rs. 130 crore of foreign exchange annually since it will reduce the distance of sea route between the ports on Western and Eastern coasts of the country from 755 nautical miles to 402 nautical miles. It will also enable Tamil Nadu to save Rs. 10 crore a year in bringing coal from Haldia to Tuticorin thermal power station. At present the



[Shri P. Kumarasamy]

ships have to take a circuitous route around Sri Lanka to connect Kanyakumari and Madras.

Originally drafted by a British Navy Commander in 1860, A. Ramasamy Mudaliar Committee recommended taking up Tuticorin port expansion project together with Sethusamudram project since Tuticorin port has limited capacity of handling ship movements. Though this project was again recommended for implementation by Nageswara Singh Committee in 1964, it is unfortunate that the project is still pending with the Centre.

Our hon. Chief Minister has made elaborate efforts on all issues arising out of the project right from the time of drafting it. Our hon. Chief Minister has also made it abundantly clear as to how indispensable is this project to Tamil Nadu.

Therefore, I urge upon the Centre to clear Sethusamudram and Tuticorin port expansion projects immediately as demanded by our hon. Chief Minister.

**14.00 hrs.**

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Chairman, Sir, I have to make two points.

In our neighbourhood, Sri Lanka, there is a new Government and Shrimati Chandrika Kumaratunga has taken over as the Prime Minister. She is heading a coalition Government. Even the minority Tamil Party is giving qualified support to Shrimati Chandrika Kumaratunga. For the last 17 years, another party was in power in Sri Lanka and during these long 17 years, there was a serious ethnic problem in Sri Lanka, which played a

havoc and it had serious repercussions in India too.

Sir, it is gratifying to note that Shrimati Chandrika Kumaratunga had given a promise during her electioneering that she would directly have negotiations with the Tamil Groups, the militants, etc. and thus she would try to bring an end to the ethnic problem, to the vexed and prolonged problem, in Sri Lanka.

It is time for us in India also to greet her and to congratulate her. Sir, as you are aware, Sri Lanka is a SAARC country. I take this opportunity to congratulate, to greet the new Prime Minister of Sri Lanka, wish her well and wish that during her regime, our relationship, that is, Indo-Sri Lanka satisfactory solution to the vexed and prolonged ethnic problem, which is causing anxiety even in our country.

Sir, I believe that other parties also will agree with me.

The second point is...*(Interruptions)*

MR. CHAIRMAN: You cannot raise two issues now.

Now, Papers to be laid on the Table.

*(Interruptions)*

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, there are very serious issues...*(Interruptions)*

MR. CHAIRMAN: Now, the Zero Hour is over.

Now, Papers to be laid on the Table. Shri Kalp Nath Rai.

14.02 hrs.

India, New Delhi, for the year  
1992-93.

## PAPERS LAID ON THE TABLE

*[English]***Sugar Development Fund  
(Amendment) Rules, 1994**

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): Sir, I beg to lay on the Table a copy of the Sugar Development Fund (Amendment) Rules, 1994 (Hindi and English versions) published in Notification No. G.S.R. 435(E) in Gazette of India dated the 6th May, 1994 under sub-section (3) of section 9 of the Sugar Development Fund Act, 1982.

[Placed in Library. See No. LT-6322/  
94]

**Annual Report and Review on the Working of Veterinary Council of India, New Delhi for 1992-93 and statement showing reasons for delay in laying these papers etc.**

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): Sir, I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Veterinary Council of India, New Delhi, for the year 1992-93, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Veterinary Council of

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-6323/  
94].

- (3) A copy of the Veterinary Council of India (Minimum Standards of Veterinary Education) Degree Course (Bachelor of Veterinary Sciences and Animal Husbandry) Regulations, 1993 (Hindi and English versions) published in Notification No. G.S.R. 69(E) in Gazette of India dated the 7th February, 1994 under sub-section (3) of section 66 of the Indian Veterinary Council Act, 1984.

[Placed in Library. See No. LT-6324/  
94]

**Statement showing results of market loans issued during the year 1994-95**

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): Sir, on behalf of Shri M.V. Chandrashekhara Murthy, I beg to lay on the Table:—

A statement (Hindi and English versions) showing the results of market loans issued during the year 1994-95.

[Placed in Library. See No. LT-6325/  
94]

**Review on the working of and Annual Reports of Himachal Pradesh Agro Industries Corporation Limited, Shimla for 1992-93, Karnataka Agro Industries Ltd., Bangalore for 1990-91 etc.**

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): Sir, on behalf of Shri S. Krishna Kumar, I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—
- (a) (i) Review by the Government of the working of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1992-93.
- (ii) Annual Report of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1992-93, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (b) (i) Review the Government of the working of the Karnataka Agro Industries Corporation Limited, Bangalore, for the year 1990-91.

[Placed in Library. See No. LT-6326/94]

- (ii) Annual Report of the Karnataka Agro Industries Corporation Limited, Bangalore, for the year 1990-91, alongwith Au-

dated Accounts and comments of the Comptroller and Auditor General thereon.

- (c) (i) Review by the Government of the working of the Madhya Pradesh State Agro Industries Development Corporation Limited, Bhopal, for the year 1988-89.

[Placed in Library. See No. LT-6327/94]

- (ii) Annual Report of the Madhya Pradesh State Agro Industries Development Corporation Limited, Bhopal, for the year 1988-89, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-6328/94]

**Annual Report and Review on the working of National Open School, Delhi for 1992-93 and Statement showing reasons for delay in laying these papers**

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): Sir, on behalf of Kumari Selja, I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Open School, Delhi, for the year 1992-93.

(ii) Statement (Hindi and English versions) regarding Review by the Government of the working of the National Open School, Delhi, for the year 1992-93.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-6329/94]

14.03 hrs.

#### MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary General of Rajya Sabha:—

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in Rajya Sabha, I am directed to return herewith the Appropriation (No. 3) Bill, 1994, which was passed by the Lok Sabha at its sitting held on the 9th August, 1994, and transmitted to the Rajya Sabha for its recommendations and to State that this House has no recommendations to make to the Lok Sabha to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedures and Conduct of Business in the Rajya Sabha, I am directed to return herewith

the Appropriation (No. 4) Bill, 1994, which was passed by the Lok Sabha at its sitting held on the 9th August, 1994, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(iii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No. 5) Bill, 1994, which was passed by the Lok Sabha and its sitting held on the 9th August, 1994, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

14.04 hrs.

#### RAILWAY CONVENTION COMMITTEE

#### Seventh Report

[English]

SHRI M. BAGA REDDY (Medak): Sir, I beg to present the Seventh Report (Hindi and English Versions) of the Railway Convention Committee on 'Staff Welfare and Industrial Relations in Railways' alongwith Minutes relating thereto... (Interruptions)

14.04½ hrs.

*[Translation]*

SHRI RAM KIRPAL YADAV (Patna): Mr. Chairman, Sir, I am on a point of order.

MR. CHAIRMAN: Ram Kirpalji, till 2 o'clock, there was Zero Hour. Now you may raise your point tomorrow.

SHRI RAM KIRPAL YADAV: I can take my seat if I am allowed to raise my question tomorrow...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Please take your seat. You are a senior Member. Don't argue with the Chair in this fashion please.

*(Interruptions)**[Translation]*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Chairman, Sir, I am on a point of order. I object to laying on the Table of the House, the Sugar Development Policy Amendment Bill, 1994. I have given a notice also in this regard. Rule 72, in this regard reads as follows:

"If a motion for leave to introduce a Bill is opposed, the Speaker, after permitting, if he thinks fit, brief statements from the Member who opposes the motion and the Member who moved the motion, may without

further debate, put the question." It is also further stated that if the Speaker wants, he can permit a full discussion thereon.

Mr. Chairman, Sir, therefore, I want to oppose it. I have objection to the aims and objects of the Bill. According to it, cess will be realised from the sugarcane growers and the mill owners will be given grant in the name of modernisation. It is being said that sugarcane and agriculture will be developed, money will be spent on research but grant will be given to mill owners. In this way, we are being misled. Likewise, the aims and objects too also create doubt. That is why I have raised this question and through you I would like to record my protest on this point.

MR. CHAIRMAN: All right. Your protest has been recorded. Your point of order is out of order. Now, you may please take your seat.

14.06 hrs.

STANDING COMMITTEE ON ROAD, CIVIL  
SUPPLIES AND PUBLIC DISTRIBUTION**Fourth Report and Minutes***[Translation]*

SHRI SHYAM BIHARI MISRA (Bilaur): Mr. Chairman, Sir, I beg to present. The Fourth Report, (Hindi and English versions) of the Standing Committee on Food Civil Supplies and Public Distribution on consumer protection and the Minutes of the sitting of the Committee relating thereto.

14.06½ hrs.

**BUSINESS ADVISORY  
COMMITTEE**

**Forty-Fifth Report**

[English]

SHRI PAWAN KUMAR BANSAL (Chandigarh): I beg to move "that this House do agree with the Forty-fifth Report of the Business Advisory Committee presented to the House on the 22nd August 1994".

MR. CHAIRMAN: Motion moved:

"That this House do agree with the Forty-fifth Report of the Business Advisory Committee presented to the House on the 22nd August 1994".

[Translation]

SHRI GEORGE FERNANDES (Muzaffarpur): Mr. Chairman, Sir, I have given an amendment on this. My amendment is that under Rule 290, it should be sent back to the BAC. I have given the amendment on two points which have not been included in the Report. The first point is that this Report is for the remaining period of the week. In this report, five hours have been allotted for the discussion on the draft on agricultural policy, two hours for the Salary, Allowance, Leave and Pension for the officers and servants of the High Court Bill and similar Bill in respect of Supreme Court. In addition, a discussion under Rule 193, on the information given by the Government in regard to assassination of late Prime Minister, Rajiv Gandhi has also been fixed. We wanted a discussion in the House on sugar muddle for which we have been trying for the last several

days. In our absence many items have been passed but we were hoping that a discussion will take place on the sugar muddle in the concluding days of this session. It is regretted that BAC did not take a decision to fix a discussion on such an important issue, whereas only 10–12 hours are left after deducting the time of lunch. We have four hours tomorrow, again four hours the day after tomorrow and about half an hour or an hour of Friday when the House will be adjourned *sine-die*. I urge that this report should be sent back to BAC. The BAC should reconsider its decision about sugar muddle and allot a time for this in its agenda. Further, I have certain reservations about the inclusion of the Bills also. My submission is that these Bills cannot be included in the Report. I know that a discussion on these Bills is taking place in the other House. However, these will be sent to this House only after their passage in that House. Therefore, the question of their introduction does not arise as these will come here for direct discussion. I challenge the inclusion of these two Bills. In this regard, I would like to draw your attention to sections 146(2) and section 229(2).

MR. CHAIRMAN: You may raise these objections at the time of introduction of the Bills.

SHRI GEORGE FERNANDES: Of course, I will oppose it at the introduction stage. This Bill is not going to be introduced in this House, whereas it has been included in the agenda for a discussion. I am challenging the decision of the BAC. They have no authority to bring this Bill in this House in any form. I am on a point of legislative competence. During the last several years, I have opposed many such Bills on the point of legislative competence.

[English]

SHRI PAWAN KUMAR BANSAL: It does not arise. (*Interruptions*)

SHRI GEORGE FERNANDES: It very much arises. (*Interruptions*)

SHRI PAWAN KUMAR BANSAL: Only the time has been fixed for discussion on these Bills. (*Interruptions*)

[Translation]

SHRI GEORGE FERNANDES: The BAC has included it in its agenda, whereas, it cannot be included therein.

MR. CHAIRMAN: The amendment to the BAC Report can be discussed here. However, no discussion can take place on a new item in this House. If one wishes to give an amendment, one can do so when the hon. Minister of Parliamentary Affairs gives a statement on the business for the next week.

SHRI GEORGE FERNANDES: I quote the relevant section:

[English]

“At the time after the report has been presented to the House a motion may be moved that the House agrees or disagrees with amendments or disagrees with report:

Provided that an amendment may be moved that the report be referred back to the Committee either without limitation or with reference to any particular matter.”

[Translation]

MR. CHAIRMAN: There is no precedence of giving amendments for adding a new item in the agenda.

SHRI GEORGE FERNANDES: Precedence and my right are two separate things. So far as the point regarding precedence is concerned, the decision of the Parliament will be final in this regard.

MR. CHAIRMAN: I would like to tell you that:

[English]

On page 241 the Manual on Business and procedure says:

“Amendment to Motion for adoption of BAC Report can be moved to change allocation of time recommended by the Committee, but new items of business should not be added through amendments.”

[Translation]

This was the ruling of the hon. Speaker on Shri Chandrajeet Yadav's motion in 1981.

SHRI GEORGE FERNANDES: I am talking about the legislative competence.

[English]

SHRI PAWAN KUMAR BANSAL: I am on a Point of Order, on this objection. Sir, you have to decide whether this question of legislative competence can be raised or not. Once you allow it, only then it can be raised. (*Interruptions*)

My submission is that the question relating to the legislative competence cannot be raised at this stage. After you decide it, then you may permit him to speak. Otherwise he cannot speak on that point.

[Translation]

SHRI GEORGE FERNANDES: Regarding point of order, I would also like to say something.

MR. CHAIRMAN: Just now you were speaking about amendment.

[English]

SHRI PAWAN KUMAR BANSAL: Sir, I have not completed my point of order. Please see what are the functions of the Business Advisory Committee under Rule 288. I quote the Rule:

"It shall be the function of the Committee to recommend the time that should be allocated for the discussion of the stage or stages of such Government Bills and other business as the Speaker, in consultation with the Leader of the House, may direct for being referred to the Committee.

The Committee shall have the power to indicate in the proposed time-table the different hours at which the various stages of the Bill or other business shall be completed.

The Committee shall have such other functions as may be assigned to it by the Speaker from time to time."

Now, these are the functions which the Business Advisory Committee has to perform and allocate time for different items of business which may be brought before the House. I am not going into the merits of the matter, but even an amendment cannot be made just like this and these points cannot be raised at this stage.

[Translation]

SHRI GEORGE FERNANDES: I am on a point of order. This Bill has been circulated to us for the first time. Simultaneously, two hours have been allotted for this item in the BAC Report. Further, this Bill is already pending in the other House, where a discussion on it is going on.

[English]

SHRI PAWAN KUMAR BANSAL: Recommendation can be made by BAC in anticipation.

[Translation]

SHRI GEORGE FERNANDES: It is not a question of anticipation. If the Bill comes in this House tomorrow, it will not come for introduction. According to rules, in the matter of legislative competence, the Bill can be opposed at the introduction stage itself. This Bill will not be introduced in this House but it would come for direct discussion. One cannot raise the point of legislative competence at the stage of consideration. In this connection, you can see the rules in the "Practice and Procedure" by Kaul and Shakdhar.

[English]

SHRI PAWAN KUMAR BANSAL: Sir, if a Bill is passed by one House, the



[Shri Pawan Kumar Bansal]

other House is obliged to take it up for consideration and all the points can be raised then, though the question of legislative competence is decided not by Parliament but by the courts.

[Translation]

SHRI GEORGE FERNANDES: That is why, if I have to contend, I can do so only at this state. Otherwise, I cannot do so.

MR. CHAIRMAN: The point of order raised by Shri Bansal is valid. You cannot raise the point of legislative competence on BAC Report at this stage. You can speak on the motion moved on BAC Report. I agree with Shri Bansalji that you cannot challenge at this stage. If you want to raise any objection, I can allow you. However, it will not be possible to seek the opinion of the House of the amendment.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh): The only thing he can mention is whether he is satisfied with the time allotted or not. If there is any change he can come forward with an amendment and it can be considered and nothing more that can be allowed at this stage.

[Translation]

SHRI GEORGE FERNANDES: I have already apprised you about the ground of my opposition. This Bill provides for taking away the powers of the Supreme Court delegated to it under Article 146(2). This can be done only through an amendment to the Constitution and not through a Bill.

[English]

SHRI PAWAN KUMAR BANSAL: Sir, in spite of your ruling, he is still making the same point.

[Translation]

DR. S.P. YADAV (Sambhal): Why do not you allow him to speak out.

SHRI PAWAN KUMAR BANSAL: He cannot speak on this subject.

SHRI SRIBALLAV PANIGRAHI: This matter is going in the reverse gear.

[English]

MR. CHAIRMAN: I am not seeking your opinion. Please take your seat.

SHRI SRIBALLAV PANIGRAHI: Sir, even if you do not seek our opinion, we are obliged to give it when we feel that there is a need...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, after your ruling, he cannot make a submission. He is still making his statement.

MR. CHAIRMAN: Let us hear what he wants to say.

[Translation]

SHRI GEORGE FERNANDES: Regarding Legislative competence, I concede your point. But after conceding your point I have to say that this Bill should have come on the basis of constitutional amendment. Even if this Bill is accepted on the ground of competence for debate sake, this Bill should have come on the basis of constitutional amendment and

therefore want to say to the Government that the mode in which this Bill has been brought needs rectifications. If you are going to take up this matter tomorrow or a day after tomorrow, then I should be asked at that time not to raise this matter and why I did not raise this matter when this matter come up for discussion in BAC. Hon'ble Chairman, Sir, my experience is that whenever I raised a matter, the Hon'ble Speaker asked me to sit down on the ground that I should have been vigilant and raised it at the appropriate time and that was too late at that time. Therefore, all these things I want to point in advance and whenever it will come up for discussion, I shall oppose it.

Mr. Chairman, Sir, about the Sugar Scam and economic policies, a debate is a must in this House. Therefore, no harm is going to take place if this Bill is taken up for discussion tomorrow or a day after tomorrow and so far as discussion on Jain Commission or any other commission is concerned, that will be like doing post-mortem. The two subjects which I have earlier pointed out, need to be discussed. My request is that this should be sent back to BAC with my amendments.

MR. CHAIRMAN: So far as the amendment on the Motion of BAC is concerned, amendment of this nature cannot be brought on it. So far as allotment of time is concerned, we can discuss that, but now items cannot be added to it. So far as the question of legislative competence is concerned, on this Motion, there cannot be any discussion at present through amendment. You have raised the matter of sugar and for that a short duration discussion has been fixed for 25.8.94. Keeping this thing, in view, I am putting this matter for knowing the views of the House.

[English]

MR. CHAIRMAN: The question is:

“That this House do agree with the Forty-fifth Report of the Business Advisory Committee presented to the House on the 22nd August, 1994.”

*The motion was adopted.*

14.23 hrs.

#### MATTERS UNDER RULE 377

- (i) **Need to Re-open Ispat-Dolomite Mines at Baradwar in Madhya Pradesh**

[Translation]

SHRI BHAWANI LAL VERMA (Janjgir): Mr. Chairman, Sir, Steel Dolomite Mines situated at Baradwar of Bilaspur district of Madhya Pradesh, where very good quality type of dolomite is available and which used to supply steel to Rourkela Steel Plant, has been closed down since 1983. On account of this closure, 12000 workers have become jobless. The reason for hartal is cited as the rivalries among unions. But the information provided to me by the representatives of the unions is that there is no quarrel and everybody wants to work peacefully.

Therefore, my submission to the Central Government is to review the situation and reopen the mines so that alongwith production, there could be work for labourers as well.

14.26 hrs.

[SHRI TARA SINGH *in the Chair*]

**(ii) Need for Allocation of Funds for Repairing and Renovation of National Highway No. 23 particularly between Rourkela and Lathikata in Orissa**

[English]

KUMARI FRIDA TOPNO (Sundargarh): Sir, I draw the attention of the Government to the deteriorating condition of the National Highway 23 mainly between Rourkela and Lathikata. In spite of several requests to the Department, no steps are being taken for the improvement of this Highway. During the last one year, many death cases have been reported due to accident on the Rourkela-Lathikata Highway owing to extremely bad condition of this road. The said National Highway runs through Lathikata Block — a tribal dominated area of Sundargarh district in Orissa which needs the immediate attention of the Government. There is a necessity for a double-lane road from Rourkela to Lathikata.

I request the Government for allotment of funds necessary for the improvement of this Highway mainly between Rourkela and Lathikata immediately.

**(iii) Need to set up an Electronic Telephone Exchange at Bareilly in Uttar Pradesh**

[Translation]

SHRI SANTOSH KUMAR GANGWAR (Bareilly): Chairman, Sir, Bareilly is U.Ps one of the most prominent industrial metropolitan city. Even after having 11,000 telephones here, no electronic exchange has been set up established so far. On

account of this, telephone customers remain worried. For the last several years, an electronic telephone exchange is being demanded in Bareilly and in this regard, agitations have also been held, but till now, no solution has come up for this important problem. Due to this, the revenue of the department is also decreasing. In the absence of necessary facilities, customers are ready to get their telephone disconnected and a good number of the customers have already got their S.T.D. facilities disconnected. The victim of this mismanagement include public representatives, traders and Government officers who have been asking for the solution of this problem.

Therefore, I humbly submit to the Minister of Communications that in view of the requirement of Bareilly town, Government in the public interest should immediately announce setting up a telephone exchange of 10,000 lines.

**(iv) Need to convert Telephone Exchange at Hathras into Electronic Exchange**

[Translation]

DR. LAL BAHADUR RAWAL (Hathras): Chairman, Sir, due to the old type of machines filled in the telephone exchanges, telephones remain out of order most of the time as a result of which the customer have to suffer. Central Government has been apprised of the existing situation time and again and on that basis, the Government has decided to convert these exchanges into electronic exchanges and proved C-Dot machines. But till now in the Hathras towards of Aligarh district, this facility has not been made available. In this region, customers are not getting good services and telephones often remain out of order.

It is, therefore, submitted that the Government may provide C-Dot/electronic machines in the Hathrus Parliamentary constituency and Hathras town at the earliest.

**(v) Need to Set up a Navodaya Vidyalaya and a Central School in Rohtas District, Bihar**

[Translation]

SHRI RAM PRASAD SINGH (Bikramganj): Mr. Chairman, Sir, Rohtas district of Bihar is thickly populated district. Most of the people in this district are farmers and laborers and poor. The population of the district is about 20 lakh. There are no sufficient industries. This is a backward district in view of education and does not have good schools and colleges. This district is also deprived off the facility which is being given by the Government of India *i.e.* to set up Navodaya Vidyalayas in various parts of the country. There is not a single Central School in this district.

The poor people cannot send their children to distant cities due to lack of finance. As a result thereof, the intelligent of brilliant students is not being utilised in building nation.

Therefore, I urge upon the Minister of Human Resource Development to set up a Navodaya Vidyalaya and Central School for the development of education in Rohtas district.

**(vi) Need to provide Manned Railway Level Crossing near Vivekanand Ashram, Sahudangi, Jalpaiguri, West Bengal**

[English]

SHRI JITENDRA NATH DAS (Jalpaiguri): Sir, I wish to draw the

attention of the Government towards an urgent need for sanctioning of a level crossing and a railway gate at the road railway crossing near Vivekanand Ashram, Sahudangi, Jalpaiguri. More than 15,000 people reside there on the two sides of the crossing. All of them in order to attend schools, colleges, offices, markets, court have to use road crossing the railway tracks at the risk of their lives. Occurrence of accident, death and collision between train and lorries/vehicles have become a routine phenomena. The public is agitated over this issue. I urge upon the Government to take necessary step to sanction a level crossing and a railway gate in order to save lives of people there.

**(vii) Need to allow Weavers of Uttar Pradesh to produce Janata Cloth as per old Textile Policy of Government of India**

[Translation]

SHRI RAMSAGAR (Barabanki): Mr. Chairman, Sir, while formulating the new Textile policy, the Government of India has reduced the quantity of Janata Cloth (grey cloth) to 10 per cent only, which was earlier totally woven by the weavers. The weavers of Janata Cloth could not improve the quality of cloth woven by them up to the standard due to sudden infrastructural changes, in the textile policy. It is badly affecting their job and their economic condition is deteriorating. They will be compelled to leave their job. Therefore, the Government of Uttar Pradesh has suggested the Central Government to implement this new improved textile policy gradually.

I urge upon the Government to allow rebate in weaving Janata cloth (grey cloth) in the interest of weavers.

14.33 hrs.

MOTOR VEHICLES  
(AMENDMENT) BILL

As Passed by Rajya Sabha - *Contd.*

[English]

MR. CHAIRMAN: Now we will take up Legislative Business, that is, the discussion on the Motor Vehicles (Amendment) Bill. Shri Rajnath Sonkar Shastri.

[Translation]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Chairman, Sir, I thank you for allowing me to speak. Motor vehicles (Amendment) Bill, 1994 is presented here. I rise to welcome and support this Bill.

Road accidents are continuously rising in our country and today safe travelling on roads is not possible. It cannot be said whether life would be safe or not on roads. When a person goes out of his house, now a days, his family behind him thinks whether he will return home safely or not.

Just now I was going through the figures regarding road accidents. In 1951, 576 cases of road accidents were recorded after ten years in 1961, 890 cases of road accidents were recorded. In 1971 after ten years the number of accidents reached upto 1226 per year and by 1993 the cases of road accidents rose upto 1440 per year. Now-a-days,

170 persons die daily in road accidents and 62,500 persons are killed in road accident every year. This rate is quite high. Our country is incurring a loss of about Rs. 2000 crore every year due to road accidents.

Sir, these accidents should be checked. These accidents can be checked in our country only when a stringent Motor Vehicle Act would be framed.

Mr. Chairman, Sir, as per my information Motor Vehicles Act was introduced and passed in 1988. Some States had objected to it and for that reasons our Government thought it necessary to amend it. Today the hon. Minister has presented it in the form of an amendment Bill. It is a good step but I feel that these amendments are inadequate. There should be more amendments therein.

Sir, in the past when motor vehicle was stolen there used to be several problems in the disposal of the case. Today you have amended the Section 48 of the original Act. I welcome this amendment. It is good and now the registrant would not have to face several difficulties in this regard which he used to face earlier. You have amended the Section 51 of the original Act also. Now you have added a Final Registrar Officer in the place of the original Registrar. This is also a welcome step. It would solve several problems. The people going in for second hand vehicles have got a lot of relief from it.

Mr. Chairman, Sir, I am happy to say that you have done a good thing by amending Section 89 of the original Act and through this, have constituted Transport Appellate Authority. This is also commendable. But I would like to know

whether its Chairman or Members will be from judicial service and of the level of District Magistrates. I want that it should be further amended and if person from the fields other than judicial are appointed as its Chairman or Members, it would prove to be more effective.

Sir, the Section 127 of the original Act deals with parking of a motor vehicle at a public place, it has also been amended commendably. I would like to tell you that the entire nation is aware of this fact that motor vehicles are parked on G.T. Road and several such places which causes traffic jams and due to that the person coming from the other side meets with an accident. The steps taken by you in this regard are also commendable but it needs to be amended further. It should be seen as to where the motor vehicles are to be parked. The townships and their markets should also have parking places on the lines of cities. G.T. Road or national highways are generally 100, 90 and 40 feet wide and these motor vehicles which are to be parked on the roads, are when taken off the roads and parked increased danger and it prones to be more unfortunate.

Mr. Chairman, Sir, Section 147, 149, 157, 158 and 168 of the original Act are related to life insurance policy. But I would like to tell you that even life-insurance policy prones to be one of the factors causing accidents. When a vehicle owner gets his vehicle insured he drives at a higher speed, and in some cases, if the vehicle is an old model, its owner deliberately causes an accident and then claims the full compensation of the policy. We have seen several people who buy old vehicles, get them insured for a large sum and deliberately cause an accident thereby getting the insurance amount upto Rs. 2-4 lakh or the amount fixed.

That is why, I would urge upon the hon. Minister to keep these points in view while amending the Sections regarding life insurance policy. Similarly, the same thing happens in several cases involving old vehicles.

Sir, apart from these facts I would like to draw your attention to certain other very vital aspects. As it had been discussed in the House yesterday also that the amendments made in the Bill are inadequate. Yesterday deplorable conditions of the national highways was also discussed. Adequate attention should be paid towards these.

The rapid increase in the number of vehicles should also have been mentioned the Bill. Subjects like the condition of the driver, traffic sense, the speed of the vehicle should also be paid attention.

The condition of the national highways now-a-days is quite bad. Though it has not been highlighted in the Bill and the subject also does not relate to it, yet I would definitely like to say one thing. The hon. Minister is a Minister of highways also. Now-a-days the 35 per cent traffic flows on the national highways. But it is a sorry matter that our national highways are not upto the international standards. 98 per cent national highways are not motorable as per international standards. And the hon. Minister has presented motor vehicles Bill. I would like the hon. Minister to pay attention to that. The number of road accidents have increased ten times as compared to the year 1960. The hon. Minister is present here. I would like to draw his attention to the fact that sub-standard material is being used in the construction of new national highways.

Speed breakers are constructed to avoid road accidents. But in my opinion,

[Shri Rajnath Sonkar Shastri]

80 per cent speed-breakers are built to increase the number of accidents. As per rules speed breakers should be clearly visible and should be painted white whereas our speed breakers are built high. The colour of the road as well as the speed breakers is black. In such a case speeding vehicle meets with an accident. It should be paid attention.

The number of vehicles has increased 25 times as compared to the year 1960. The number of vehicles in 1956 was to six lakh which increased to 1.75 crore in 1993. It includes 63.6 per cent two-wheelers and 31 per cent out of these are in big cities like, Delhi, Assam, Madras, Calcutta, Pune, Lucknow and Ahmedabad.

A survey had been conducted. I am reading its report which shows that cars kill more persons than buses and the two wheelers excell cars in this respect. The 45 per cent of the accidents are caused by buses and trucks. The indiscriminate crowd of vehicles has increased the traffic on the roads. I would like to tell the hon. Minister that this is a very good Bill but the Bill does not mention this fact. It should also be paid attention.

You have not mentioned the police department in this Bill. I was hoping that you must have had mentioned police department in it. Your Bill mainly covers three aspects. The compensation of the accidents, accident and licensing policy, the rashly driven vehicles. The most sensitive aspect of the motor vehicles these days is police department. The police personnel go to their offices and pray daily for an accident to take place. I am citing an example. There is a place called Sighona in our constituency. Some 25 days back in the morning some

personnel gathered at a point to entrap people. A truck came along which was carrying a number of bullocks. The police deliberately tried to stop it. When it did not stop, thorns were thrown in front of it. The truck driven on at a high speed but in a hurry collided with a pavement resulting in death of 2 men and 8 bullocks. Later, the police claimed that it had happened due to the failure of truck's breaks leading to its collision with the pavement though hundreds of people had seen it.

I come from Varanasi. Four policemen were trampled by a truck-driver in that area. These people used to extract money from the drivers. Sometimes the driver rebels and trample over them when they stand before the trucks in order to stop them. In a similar case four policemen were killed this year in Varanasi. We will need to review the powers given to the police. It would have been better if a provision was made for that.

Sir, the condition of the drivers is an open secret. Most of the drivers drive in an inebriated state and drive rashly while some drivers are over-confident of their abilities and they think that they are perfect drivers and will not meet an accident. Some of them drive in a zig-zag manner. Some of them apply brakes causing jerks, some drive in wrong lane and switch on all the lights. They even cross red-lights. It is a common sight to see their vehicles parked on both sides of a narrow road. The hon. Minister should have given attention to these facts also.

You have made a mention of guarantee of right to work. Sometimes the vehicle owners employ two drivers. One driver drives the vehicle while the other

takes a nap. But in the event of one driver going on leave, the other driver drives on alone from Varanasi to Bombay. This way he cannot even take a nap. He tends to doze off while driving and thereby falling prey to accidents.

There was a discussion here on the sense of traffic. That is also required. It was suggested yesterday that the education regarding traffic-sense should be imparted to students in schools. At some places people really lack the basic sense of traffic. I would like to cite an example. A group of foreigners had a trip of Varanasi. Somebody asked them as to what had they liked in Varanasi. They sarcastically replied that they had liked most the sense of the people to walk on the roads.

When I see the traffic in the Chandni Chowk area of Delhi, I get surprised. Even the urban people do not have much traffic-sense and it leads to traffic jam there. If one wants to go to the Airport he gets delayed because of traffic jam.

We have a coal market in Chandausi. We often go to Mughal Sarai to catch the train. Generally we miss the train. The only reason can be traced back to the lack of traffic-sense. The roads must be wide.

The certificate given by the LIC and the speed of the vehicle are the factors which should essentially be taken into account. One of the main reasons behind accidents is the speed of the vehicles. Rules should be formulated to regulate it. The light vehicles are designed with a rated speed of 150-175 km per hour. But these vehicles are driven at a speed of 70-80 km per hour.

The vehicles designed with a rated speed of 160 are perforce being run at

the speed of 70-80 per km. It causes defects in the parts of their vehicles which again cause accidents. I am of the view that such trivialities should also be given attention.

So far as the amount of compensation is concerned, it has been mentioned in this Act and the amount has also been increased which is commendable. The procedure for the accident victims' compensation which has been adopted and streamlined will definitely lead to a smooth disposal of the cases. Generally such cases are pending for years together. When somebody dies and the compensation is provided to the next of his kins within a span of 2-3 months then it somehow alleviates their suffering but the distressing fact is that the family of the deceased is made to run from pillar to posts for years. It is a good thing that in this Amendment Bill you have attempted to simplify this procedure. Under this Act, the compensation amount has been raised from Rs. 25,000 to Rs. 50,000, from Rs. 8,500 to Rs. 25,000 and from Rs. 2,000 to Rs. 12,500. It is a welcome step but I feel it should have been increased further. You are getting this Bill passed now and it will be passed in the House but I would like to give one suggestion that if you propose to streamline the motor vehicles system and make it more effective then you should bring a more comprehensive Bill after conducting an extensive study in the near future, in 2-4 months time or in the next session. This Bill has been presented keeping in view the conditions prevailing in States but should introduce a more comprehensive Bill keeping in view the condition of the entire nation.

The tax imposed on the sale of motor vehicles in various states needs to be reviewed. This tax is 7 per cent in Uttar Pradesh, 2 per cent in Goa and



[Shri Rajnath Sonkar Shastri]

3 per cent in Haryana. There is no uniformity in the tax structure. The amount is more at one place and less at the other; exorbitant at yet another place and quote less at another. I feel that a uniformity should be brought in the tax structure and in its application throughout the country.

There is no mention of doctors in this Bill. The private doctors hesitate to treat the victims of the accident. They feel that if they treat such a patient they might be faced with many problems, such as police-interrogation, giving witness at the courts and the patient dies unattended. The victims of the accident fail to get timely medical help. I would like to say that since it is a very delicate aspect, it should be given a thought.

I support this Bill again and thank you for allowing me time to speak.

SHRI ANAND RATNA MAURYA (Chandauli): Mr. Chairman, Sir, I thank you for bringing the Motor Vehicles (Amendment) Bill, 1994, and it would have been much better if it had been brought earlier.

The number of vehicles on roads has increased by 50 or 60 lakh during the last six years. Mr. Chairman, Sir, the second thing is that now-a-days vehicles being manufactured have much more speed than the old ones. At present the number of vehicles on road has reached upto 2 crore and along with this crowd of vehicles their higher speed has increased the rate of accidents in the country. The number of accidents have increased by two and a half time more than the earlier. Last year, 200 persons lost their lives and property worth Rs. 2000 crore was damaged.

Sir, I would like to say that time has now come to educate people regarding traffic sense and maintenance of roads and the method of road construction should be improved upon and rules for road safety should strictly be implemented in the country. I would like to say that speed breakers constructed on highways which cause accidents as vehicles running on a speed of 100 or 120 km per hour get a bump on these speed breakers, so I request you that strict measures should be taken for stopping the construction of speed breakers on national highways. The existing notice boards, hoardings and signals regarding traffic rules, put up on roads are not proper and these should be made proper. Traffic signals should be installed properly, so that these could be seen from far away and could be followed effectively. These signals should be maintained properly. Sometimes we find that traffic signals installed at road side are not in working condition and traffic police personnel posted there does not know how to control the traffic. Such reasons lead to accidents.

Mr. Chairman, Sir, now a days use of helmet is made compulsory for the drivers of two wheelers in Delhi but several other big cities of the country do not have such rules and people do not have the sense of using helmets. I think that use of helmets should be made compulsory throughout the country and people should be educated in this regard.

Mr. Chairman, Sir, today we see on both the sides of highway that encroachments are going on. Shops are being constructed. There should be a law to stop all such practices. Effective steps should be taken to stop encroachments as it is going on continuously despite the hoardings that no construction should be

made on both the sides of national highway upto 100 meters but there must be stringent law to stop that construction. The Government should find its own methods to stop encroachments. If it would not be done, there would be much more chances of accidents.

Mr. Chairman, I would like to raise the matter of licence which are issued by RTO Offices. No other office in the country have so much crowd and among those most of them are brokers.

**15.00 hrs.**

It will be more appropriate if RTO offices will be called office of brokers. You cannot get licences without their help and after greasing their palms, licences are given to people who even do not know driving at all. Such a dangerous situation is prevailing throughout the country. Now-a-days we have vehicle like cars, two-wheelers and trucks which run on high speed and without proper training of driving the danger of accidents will always be there. Effective measures should be taken up for improving the conditions in RTO offices. There is provision in this Bill to set up driving schools and licences will be issued only after obtaining certificates from there, but proper attention is needed to check the functioning of these schools so that they will not become another RTO offices. These days one cannot think about getting licences without the help of a broker. Such situation makes all the rules and laws ineffective. It is a very dangerous process and I request the hon. Minister to improve this situation... (*Interruptions*)

Now a days, the number of vehicles is increasing day by day and about 10 to 12 lakh vehicles are added to their

fleet. About 2 lakh vehicles are added every year only in Delhi itself. We have to pay proper attention towards environment also. The fuel used by vehicles in our country contains lead which is observed in the atmosphere through smoke and it affects human body. Pollution Control Board has been set up, which checks the vehicles and gives certificates regarding the pollution level of the vehicle.

I would like to say that pollution cannot be stopped with the existing allocation of funds, therefore effective measures should be taken up in this regard. At present a person obtains certificate to this effect that his vehicle does not emit smoke but the vehicle can go out of order on the very next day and start discharging much more smoke than the prescribed parameter and it has no time limit. My humble suggestion is that all vehicles manufactured in India must possess catalytic convertors. Such practice is prevalent in foreign countries and their vehicles discharge less carbon monoxide and lead. I request the hon. Minister to make catalytic convertors made compulsory and licence for manufacturing vehicles should be given after fulfilling this condition. Issuing certificates of non-pollution or sudden checking for that purpose or to impose a fine upon the owners of vehicles is not enough, but effective steps should be taken to protect the environment for the future.

Mr. Chairman, Sir, there is a provision regarding the amount of compensation in this amendment. Sometimes vehicles or buses dash into a house and kill or injure some one, in such cases the existing amount of compensation of Rs. 25,000 seems quite insufficient, it should be raised to Rs. 50,000. Devaluation of rupee has also made the compensation

[Shri Anand Ratna Maurya]

of Rs. 25,000 quite insufficient. I suggest that compensation for death should be raised upto Rs. 50,000 and for permanent disability, the existing amount of compensation of Rs. 12,500 should be raised upto Rs. 25,000. Laws are enacted but they are not satisfactorily implemented in our country. Police plays an important role in it. In our country, policeman posted for controlling traffic are selected from the general police and given different uniforms. I do not know as to whether they are given special training or not. Traffic policemen's main work has become to check the loaded vehicles and grab money from them. If a driver refuses to pay the bribe, traffic police make his challan. Sometimes drivers run away to avoid interrogation by them which leads to accident.

[English]

MR. CHAIRMAN: Why are you insulting the police by saying that they take 25 paise or 50 paise.

[Translation]

SHRI ANAND RATNA MAURYA: I do not know how much they are charging at present but this old practice is still going on. I would like to make a suggestion that a Traffic Police Force should be constituted in place of traffic police.

MR. CHAIRMAN: These points have already been discussed, please give new suggestions.

SHRI ANAND RATNA MAURYA: Traffic policemen are posted temporarily and after sometimes sent back to their parent offices. A separate police force should be organised and posted for this purpose. Width of roads have also not

been increased with the increase in the speed of vehicles. I suggest that roads should be doubled to lessen the number of accidents.

The provision for deciding the claims of compensation by tribunals is praise worthy. It will speed up the settlement of such cases. At present settlement of such claims takes 5 to 6 years. I would like to make a suggestion that time limit of two years should be fixed to dispose off such cases. With these words I support this Bill.

[English]

SHRI BOLLA BULLI RAMAIAH (Eluru): Mr. Chairman, Sir, this Motor Vehicles (Amendment) Bill, 1994 is an amendment of the Act which was introduced in 1988. Various provisions, particularly the licensing system for the drivers, have to be implemented with great care because the frequency of the accidents that occur on the road, due to the vehicles carrying either goods or passengers, depends on the efficiency of the driver. So, this licensing system should be strengthened. Alternative system are being operated without following the regular methods. This requires the cooperation of the State Government. The Centre can always seek the cooperation of the State Government in the larger interest of the State, Centre and the country.

Another thing that is required is the proper maintenance of roads. A number of accidents occur due to improper condition of roads and also due to the type of signals that we have.

The road signals should always be provided way ahead on the road so that the road-users know what would be

happening on the road after one or two miles. To help people from different parts of the country to understand the road signals, they should always be displayed, at least, in three languages *i.e.*, Hindi, English and the regional language.

Another most important difficulty faced by the road users is the poor maintenance of national highways. With the increased agricultural and industrial production, and the ever increasing population, unless we have four lane road system on our highways we cannot avoid the accidents. This requires huge funds. I am sure the State Governments do not have enough resources, unless the Central Government comes to their rescue. If necessary, the World Bank loan should also be obtained to improve interstate road transport and maintain the national highways at the standards required in the present condition of the country.

One can find a lot of speed-breakers every now and then on the roads. I do not know whether these are raised with the permission of the Government or not. Speed-breakers should not be allowed to come up without the permission of the Government. As no signals are erected, these unauthorised speed-breakers raised by some individuals in the localities do not forewarn the road-users thereby resulting in avoidable inconvenience and some times accidents too.

One of the primary causes of vehicle accidents is non-availability of genuine spare-parts. The Government should make all efforts to control restrict and prohibit these fake spare-parts as far as possible.

The important issues which have already caused a lot of commotion in the

transportation sector in the past are the Octroi Duty and the *path kar*. These two things should be regularised and rationalised to eliminate the corruption and the extra cost of transportation. With the increasing fuel costs, we already find the cost of transportation is on constant increase.

We have introduced the system of checking the pollution caused by motor vehicles. Today, most of the countries in the world have streamlined their systems of checking vehicular pollution. They use an apparatus called catalyst in the new vehicles at production stage. In those countries, if a vehicle is found to be below standards or causing pollution it is immediately rejected in the test and declared not roadworthy. Unfortunately, we cannot do it so quickly here in India due to various financial constraints. But, unless we start using such technology at some point of time, there will not be any end to the problem of vehicular pollution. As this pollution wastes enormous amount of fuel and poses many health hazards, it should be taken seriously. I am sure the Government will definitely take these things into consideration at this point.

I have also mentioned earlier about the fake licensing system and other things. Flying-Squads should be introduced throughout the country so that this illegal driving is minimised to the optimum extent. The tribunals we were talking about could also be introduced as early as possible with full powers to enable them to take quick action on various issues of the road transport.

Insurance premium that we now have also requires to be modified in order to settle the claims of compensation speedily.

[Shri Bolla Bulli Ramaiah]

Now-a-days we find a lot of traffic jamming on the highways as drivers park their vehicles on the road-sides to have their lunch or dinner. To avoid this, rest places should be established on the highways after every thirty to forty miles. These rest places should have facilities for supply of fuel and other conveniences also.

MR. CHAIRMAN: Reading out the papers is not allowed.

SHRI BOLLA BULLI RAMAIAH: Well, Sir, phasing out of two-wheelers and three-wheelers should also be taken into consideration in order to see that the pollution is controlled. All these things have to be taken into consideration in some way or the other so that this Bill becomes more effective in serving the country the purpose for which it is being brought.

With these words, I conclude.

DR. K.V.R. CHOWDARY (Rajahmundry): Mr. Chairman, Sir, I am thankful to you for giving me time to speak on the Motor Vehicles (Amendment) Bill, 1994.

First of all, I welcome this Amendment Bill but at the same time I take this opportunity of adding a few lines for the consideration of the hon. Minister.

As far as general insurance is concerned, for vehicles there should not be three categories of insurance. There should be only one comprehensive category of insurance exclusively for the purpose of vehicles. There should not be a third party insurance and other such insurance. For discouraging old vehicles of more than five-year duration from plying on the roads, the Government

should increase the insurance fees. It is because, these old vehicles tend to release the dangerous carbon di-oxide gas. Sometimes these old vehicles tend to breakdown causing a lot of traffic jams and also quite a lot of difficulties to the passengers. They block free flow of traffic with the result that accidents also occur.

Now, I will come to licensing of drivers. It should be made very stringent. A minimum qualification of, at least, tenth standard is necessary. They should be given, at least, three months' training in theory as to how they should use a particular part when it goes out of order and how they should read the road signs and road maps. Now-a-days, most of the drivers do not even know the interpretation of the road signs and road rules. The licences are being given to the drivers by the corrupt officials by taking bribes from the drivers. So, the Government should see that proper tests are conducted before giving them licences. Erring drivers should be punished for violation of road rules.

As you know, in India, we are having very bad roads. These roads are causing a great deal of inconvenience to the free flow of traffic, loss of valuable time, wear and tear of vehicles and damage to tyres etc.

I would like to again suggest that a uniform tax structure should be there throughout the country for collecting Sales Tax and other taxes. I would request the Central Government to collect taxes on their own and give a large chunk of them to the States so that there would not be any variation between one State and another. If it is done, the inter-State road traffic will also improve without causing any difficulties for the vehicle-owners. My

suggestion, therefore, is that 90 per cent of the taxes collected should be given to the States for maintenance of their highways and the roads that are there near their zila parishads and their local bodies and the rest would be left with the Centre for taking care of the National Highways.

Sir, good roads are more important not only for free flow of traffic but also for the development of our economy. With the liberalisation of our economy there is eventually some scope for rapid industrialisation and movement of goods from one part to the other...*(Interruptions)*

MR. CHAIRMAN: Mr. Chowdhary, the hon. Member is indirectly telling me that I am not checking the Congress Members who are reading from the papers.

DR. K.V.R. CHOWDARY: I am not reading from the papers. I am just referring to the points. I am of the opinion that good roads along with good highways is one of the factors which has helped western countries in developing their economy. Similarly, I suggest that we should also have good highways, at least, between metropolitan cities in tune with the international standards.

Vehicles carrying goods are stopping on the road side in the Highways causing a lot of inconvenience for the road traffic and traffic jams. They should not be allowed to do it. Consumption of alcohol by a driver should be dealt with severely and his licence should be suspended at least for six months or one year as is done in the Western countries.

Vehicles carrying goods should not be allowed to ply between 12 p.m. and 3 a.m., because at that time most of the accidents occur.

Vehicles carrying goods should not be used for public transport. More private buses should be given licences to ply on the road for better transport for the people because lack of transport is causing lot of difficulties in the villages.

The non-corrupt flying squad should be introduced so that the law-breaking drivers should be taken to task and severely punished. Thank you.

SHRI ANNA JOSHI (Pune): Mr. Chairman, Sir, I would like to make certain suggestions. On page 3 of the Bill, it reads as follows:

"Where the applicant does not pass the test, he may be permitted to re-appear for the test after a period of seven days."

For re-appearing at the test, what can he study within seven days? So, I would like to suggest that instead of seven days, it should be one month.

Again on page 3, it further reads as follows:

"Provided that in the case of licence to drive a transport vehicle carrying goods of dangerous or hazardous nature be effective for a period of one year and renewal thereof shall be subject to the condition that the driver undergoes one day refresher course of the prescribed syllabus."

Within one day, who can complete the refresher course? So, instead of one day, I would suggest that it should be for seven days.

On page 5, after the alterations in a vehicle, there is no provision for its technical testing. We do not know who

[Shri Anna Joshi]

has made these alterations in the engine and of what type, etc. My suggestion is after alterations, the vehicle should again be tested by a technical authority and they should certify all the changes made in the vehicle.

On page 9, if he fails to produce his certificate within 15 days from the date of demand, then I would suggest that a photo copy of his Registration Certificate should always be kept in his vehicle. Then the need for submitting it after 15 days will not be there.

On page 13, it reads as follows:

“(a) has, in his blood, alcohol exceeding 30 mg. per 100 ml. of blood detected in a test by a breath analyser.”

Where is the breath analyser at that time? It is kept somewhere in the police station and the police officer is testing his blood on the road. Therefore, my suggestion is that a breath analyser should be made available to each police officer of the rank of Sub-Inspector and above.

If they have got the breath analyser with them at the place of incident, they can do all these tests on the spot and the process can be assessed.

On page 13, clause 56(2):

“(2) Nothing in this section shall apply to the use of a motor vehicle in an emergency for the conveyance of persons suffering from sickness or injuries or for the transport of food or materials to relieve distress or of medical supplies for a like purpose...”

On page 14 they have further stated that provided, he reports the same within seven days to the concerned authority. I think it is not necessary. It is an emergency when an accident has taken place and I have taken the victim to the hospital to save his life. Why is it said that within seven days it should be reported to the authority? Therefore, I suggest for the deletion of this provision:

“provided that the person using the vehicle reports about the same to the Regional Transport Authority within seven days from the date of such use.”

On page 15, clause 60(2) says:

“A police officer in uniform may arrest without warrant any person, who has committed an offence under this Act, if such persons refuses to give his name and address.”

Sir, I want to say that this should be read like this — “If such person refused to give his name or address or gives false name or address and that identity card should be carried by everyone driving a vehicle.” If this identity card clause is made compulsory for the drivers, then one cannot refuse to give name or one cannot give wrong name or wrong address.

My last point is that the liability to pay compensation is only on the driver or the owner of the vehicle. The Government takes all sorts of taxes on other things, but when there is an accident only the owner has to pay the compensation. I would suggest that the Government should share equally in that amount along with the owner of the vehicle. These are my amendments to this Bill.

I have got two or three more points to suggest. This discussion of the Bill has got four crucial points about condition of roads, condition of vehicles, ability of the driver and strict implementation of provisions of this Act. The success of this Motor Vehicles Act depends on these four points. Regarding roads, bridges, etc. So many Members have said so many things. So I need not say anything on this point.

But I would say that the Government has passed one law that five per cent of the excise levied on the total sale of petrol and diesel should be given for the Road Development Fund and from that, crores of rupees can be given to the States for the Development of roads and other things. I appeal to the hon. Minister that this Road Development Fund—though it is collected, it is not given to the States—should be given in its proper form.

Now it was suggested that the roads should be widened and all those things. Here I would say that the States are giving the names of roads to be declared as National Highways, but nothing has been done so far. The list is pending with the hon. Minister.

Every time, they are informing that it will be done in the next Five Year Plan or in the next year. But nothing is being done. Therefore, the action for declaring State Highways as National Highways has to be taken immediately.

My last point is regarding the process of issuing licences and permits. There are many incidents. I would like to remind the hon. Minister that there was a serial on TV regarding accidents and traffic in Delhi. In that serial, certain persons, who were caught in regard to

committing accidents, were interviewed. When they were asked as to how they got the driving licence, they replied that they had not gone to the Office, they had not undergone any test, they had not produced any doctor certificate, they got the driving licence at their homes and they had to pay only some extra money for it. This was the case, which had been given in the media by the interviewing authority of Delhi.

[Translation]

If corruption on such level is prevailing in Delhi, what will be at other places.

MR. CHAIRMAN: There is less corruption at other places.

SHRI ANNA JOSHI: If it is so then it is very good.

[English]

I think, the *Indian Express* had carried out a news item about the malpractices in the Department. The journalists had interviewed certain police officers and published some fake stories. They interviewed these people and it had come in the newspaper. Now, this corruption in the RTO and the Traffic Police is not a single man's act. It is a systematic racket. At least about Maharashtra, I can tell you that the drivers are given some number and if they pay at one point then throughout on that route their trucks can go straightaway. And if anything happens to that, the whole amount will be repaid. Therefore, this racket should be busted.

My last point is in regard to the working of the Tribunals. These Tribunals must work efficiently and satisfactorily.



[Shri Anna Joshi]

But in many places, we notice that vacancies are not filled up and where vacancies are filled up, the Tribunals work for two to three hours a day and also work for two to three days a week and, therefore, a large number of cases are pending for years together. Therefore, the working of these Tribunals must be made more efficient and satisfactory.

In regard to noise pollution and air pollution, there should be some control. I may remind the hon. Minister that mixing up of kerosene and diesel has been done away with and now the low quality of petrol, in Hindi it is called '*Kachcha petrol*', is being supplied regularly to different petrol pumps and that is mixed in petrol, which is causing more pollution. Therefore, that aspect has also to be taken care of.

Many Members have said about number plates and other things. The number plates should be uniform, simple and readable.

If this Bill is brought with these modifications, then I fully support this Bill.

DR. MUMTAZ ANSARI (Kodarma): Mr. Chairman, I am very happy that at last justice has prevailed upon... (Interruptions)

MR. CHAIRMAN: Not lastly; but from the very beginning.

DR. MUMTAZ ANSARI: I rise to support this Motor Vehicles (Amendment) Bill, 1994 which was passed earlier by the Rajya Sabha on the 11th August, 1994, with certain reservations and some valuable suggestions. I am very happy that enough light has been thrown on the different aspects of the Motor Vehicles (Amendment) Bill by my esteemed col-

leagues and Members of Parliament. But I have certain suggestions to render to the Hon. Minister and I will not consume more time in this respect.

#### 15.40 hours

[SHRI P.C. CHACKO in the Chair]

This Motor Vehicles (Amendment) Bill which has been put forward before this House is really a very important Bill which must be supported by all. But there are certain points and some valuable suggestions must be rendered to the hon. Minister for the benefit of the common masses.

For example, there are some registering and licensing authorities who are giving the fitness certificates. I have come to know that in some States there are certain private persons who are authorised by the State Governments to give some sort of fitness certificates to vehicles. It is very unjust and very much discriminatory because it is causing some losses to the State exchequer as well as to the Central Governments. So, I would like to suggest to the hon. Minister that this sort of provision must be done away with because it might cause losses to the exchequer of the State Governments and the Central Government. The correct people to give such certificates are the Motor Vehicle Inspectors appointed by the State Governments or the Central Government. They are authorised to give the fitness certificates to motor vehicles. They are the only real authorised persons and this should not be privatised at all.

Secondly, the registration itself is done at regular intervals of time and it is being done whimsically by certain authorities. It should not be allowed to be cancelled by such authorities unless

they hold some technical qualifications. If they do not have any technical qualifications, they should not be allowed to cancel such types of Registrations.

I had been to Japan and I was very much surprised to see that though the roads were full with different types of vehicles like cars, motor cycles and several other types of vehicles, there was pin-drop silence and there was no noise pollution or air pollution or any other kind of pollution. But here we see it in Delhi, as it has been mentioned, 20 lakh motor vehicles have been pumped into the city and they are not observing any traffic rules. They are causing a lot of noise pollution and air pollution. So, I would like to suggest to the hon. Minister that to deal with this, some kind of control must be strictly enforced, by the hon. Minister, to check pollution.

Similarly in different other States also this pollution is taking place and it has become health hazard. To do away with this health hazard some kind of control system should be enforced to get rid of those polluting elements.

All the motor vehicles which have served beyond a particular date should be scrapped. There is prescribed life for all motor vehicles and after that time those motor vehicles must be scrapped. There is a provision for depreciation and they are charging depreciation also. After the expiry of the estimated life of a motor vehicle also the people are plying them in several cities and towns. Such motor vehicles should be scrapped immediately without giving any short notice to the owners. This is my suggestion to the hon. Minister.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Are they bio-degradable?

DR. MUMTAZ ANSARI: Similarly, I would like to mention to the hon. Minister that there are certain highways and for the maintenance of those highways some taxes are collected. I know that the maintenance of the highways is the responsibility of the State Governments. But whatever funds the Government is collecting from different States have to be released to them. So far, in Bihar since 1974 not even a single kilometre of a national highway has been granted or accepted by the Central Government.

You are not releasing the funds collected by you for the maintenance of the National Highways to the State Governments. Due to this bad maintenance of National Highways, a large number of accidents are also taking place, So, in order to stop these accidents which are taking place, you must pay attention to the maintenance of roads, at least to these National Highways.

Secondly, the red line buses have been granted permits. It is all right. I do not have any objection to that. You can grant permits and licences whatever you want. However, these are not just red liners but they are red killers. They have killed so many persons, children and women. That is why there must be some sort of regulation of speed on such red lines. If you want to have proper control over these red line buses, then you will have to cancel the permits of such red line buses.

Again, if an accident has taken place and the people have been injured due to that accident then without waiting for any formalities, without going into all these procedural formalities, first of all, the practitioners, the doctors and the nearest hospital should be advised to take care of such injured persons. The

[Dr. Mumtaz Ansari]

life is very precious and important and if you are attending to all these formalities then naturally the lives will be lost. So, in order to save all these precious lives, you must pay attention to all these provisions and the nearest practitioner, the nearest doctor should be advised to take care such people.

Similarly, I would like to say that if there is a natural calamity or catastrophe, in that case, special permits must be given to some motor vehicles so that they can attend to all these things. There should not be any precondition for these motor vehicles and they should be allowed freely.

So far as my suggestions are concerned, they must be taken into consideration and must be translated into action.

MR. CHAIRMAN: I have to make an announcement. There are five more Members to speak. We have already taken one hour and thirty minutes more than the time allotted. So, with the permission of the House I want to restrict the time to five minutes for each Member.

Now, Shri Nirmal Kanti Chatterjee.

SHRI NIRMAL KANTI CHATTERJEE: Thank you, Sir. But I am not worried because we have consumed one hour and thirty minutes more. Normally, we consume much more time than that.

MR. CHAIRMAN: Please come to the point otherwise you may not get as much time as you want.

SHRI AMAL DATTA (Diamond Harbour): He wants to say that he will consume as much time as you give.... (Interruptions)

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): I hope the hon. Members will speak only on the Bill... (Interruptions)

MR. CHAIRMAN: That is very important. I need not remind Shri Chatterjee. Please speak only on the Bill. You are speaking about so many other things but not about the Bill. So, I think, hon. Members may kindly deal with the provisions of this Bill. We are discussing an amending Bill to the Act.

SHRI NIRMAL KANTI CHATTERJEE: Thank you very much, Sir. I think, it is quite valid that in discussing a particular Bill, the question of approaching the whole problem should also be stated.

Many hon. Members from our side as well as from that side have approached it in that fashion. They relate motor transport/road transport to water transport, rail transport etc. I do not think such observations are invalid at all. The question is how do we approach the whole problem of road transport which is relevant. But I will be limiting myself to the Bill itself because all those things have been discussed.

Most of my points are in the form of questions because I am little puzzled by some of the amendments.

I do not know the answer. Perhaps the Minister will be kind enough to remember an answer for that. For instance, there is one amendment on page 2 which is defining the vehicle. The change in the definition of the vehicle is that while previously it was 35cc capacity of engine, now it is reduced to 25cc. This is quite interesting. On the other hand, there is a statement in the reverse

direction when in clause 4 of this Amending Bill, he is mentioning about grating a licence. While previously a licence to a sixteen years old person could be granted for a motorcycle without any gear, this time we say: "If the engine capacity does not exceed 50cc. The movement of these two statements is in two opposite directions. 50cc engine motorcycles have now been introduced. They are quite powerful vehicles and you are going to permit the sixteen years old people to drive them. Why this movement in two directions is there, I am not clear about that. I want the Minister to kindly clarify this.

The second point I want to be clear about is that in clause 29, there is a reference to working hours of the workers engaged in this sector. It is mentioned here that the hours of work of any person engaged for operating a transport vehicle shall be such as provided in the Motor Transport Workers Act, 1961. This is the amendment. Previously it was explicitly provided that it should not be more than five hours at a stretch, there should be half-an-hour interval after five hours, etc. I have not been able to find out what exactly is provided for in the Workers Act, 1961. So, I want to be enlightened whether this is an improvement in the working conditions or really it implies a deterioration in the conditions of workers in the motor transport sector.

Now I have a comment to make. Here I thank Dr. Ansari. He has already covered this point when he referred to noise pollution. There should be reference to that in the Motor Vehicles Act. Controlling the horns, etc., I think, should be included in the Motor Vehicles Act. The sounds generated by the horns are killing propositions for our ears. So, that sort of a provision should be made in the Motor Vehicles Act. Also, there should be

some restriction imposed in using the headlights. Even on National Highways which pass through dense areas, that kind of a restriction should be provided somewhere.

A slightly more substantial point that I want to make is that in this Act, in some ways, there should be more incentives provided for using non-conventional energy for a motor vehicle. Not that there is none. Not that there is silence. It is there. But, after all, these Motor Vehicles Amendment Bills will not come every year. We have a perspective that in the course of this century, new developments are taking place all over the world. Emphasis is either on battery-operated vehicles or on different kinds of fuels, etc. So, special provisions for giving incentives for that should be made in this Amending Bill.

Now I want to mention something about the compensation scheme. I have not been able to decipher what is contained in this Bill. There is a multiplier. It is not unlimited. Compensation is related to annual income of a particular individual. I want the hon. Minister to kindly clarify the table for me.

Secondly, this relates to people who have an income. There are different slabs of income like Rs. 3,000 or Rs. 4,200 etc. It is interesting to note that upto the income of Rs. 11,400 the increase in the slab is Rs. 100 a month. After that, suddenly it has become Rs. 50 a month and after that it has become Rs. 500 or Rs. 600 per month. I have not understood the rationality of the table at all. If a bright research scholar who has no income and who is still a student is skilled, what is the compensation for

[Shri Nirmal Kanti Chatterjee]

him? How do you assess his worth? There is no such provision here. There is a great lacuna in this table and I want this also to be clarified.

Incidentally, let me mention one thing about the earning people. There are two kinds of earners, in a sense, apart from those who earn from capital assets, one group has a dearness allowance and its income is indexed to the rising prices. There is another group whose income is not so indexed. Unless your compensation rates are fixed for a year only, what are you going to do for such people? Why should you not introduce an indexing system in the compensation also relating it to movement in prices? This kind of improvement in the table should be there. This is what I feel.

These are the marginal comments that I have got on this Bill. I have got a very specific objection to the Bill which relates to Clause 23. This Clause 23 modifies Section 71 and in the sub-section (c) of the Clause 23 a very innocuous statement is there. It says: "Sub-sections (4) and (5) shall be omitted." What are these sub-sections (4) and (5)? I do not think the House has taken this into consideration. It is in terms of the ownership. It is stated in the objective itself that previously there was a limitation of ownership of say buses and it seems now that the Government is convinced that limitation generates *benami* ownership and, therefore, it is like the case of throwing the baby along with bath water and therefore, withdraw all limits of ownership. What does it mean? Let us remind ourselves that this was reserved as a small scale sector. The Private bus ownership was by limiting the number of buses which can be owned and it was meant to be a small scale

sector. Even the Finance Ministry recognises that as such. When they talk of the presumptive tax they refer to these kind of transport owners where they say that: you do not have to give a return but you give a lumpsum if your turnover is such and such.

This is being withdrawn. The argument is of the same kind that because there are tax rates of a high order and, therefore, there is black income and you should reduce the tax rates leading to the logical conclusion that because of laws and restrictions, there are so many illegalities and, therefore remove all laws. It is exactly that kind of argument. It is this section which I am totally opposed to. It is opening up an area which was reserved for the small scale sector to, maybe, large foreign companies. Foreign financial institutions are coming in the share market. Now they will come into this transport market also.

Henceforward it is perfectly possible to imagine that the entire routes or the entire city buses will be owned by these big people and individual transport owners would be eliminated from the scene.

16.00 hrs.

I did not get time to give an amendment to this amending Bill. But I earnestly request the hon. Minister to reconsider this and, if possible, withdraw at least this section.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Chairman, Sir, I thank you for giving me opportunity to express my views on the Motor Vehicles (Amendment) Bill, which is to amend the Motor Vehicles Act, 1988. This is a State subject. The matters like motor vehicles, road, road transport come under the State List. So, I congratulate the

Government of India and particularly Tytlerji for having taken initiative in this regard, to give guidelines to the States. He is a very progressive person and a dynamic Minister.

Sir, the States will have to frame the rules and while framing the rules, they can consider the local situation and implement the Act and the rules framed under the provisions of this Act. The principal Act of 1988 was a comprehensive one and in the course of six years since 1988 while implementing the Act, some difficulties were experienced by the State Governments. There was a Review Committee here and the Review Committee has come out with its report. The suggestions contained in that report are being incorporated in this amending Bill, after due consideration. In that way, all the provisions are not debatable.

There are certain suggestions as to how they can be improved upon. This Bill has received the unanimous support from all sections of the House. I do not want to repeat the points made by the hon. Members because of the time factor. But I would like to say one thing. Our Minister himself is a Delhite and he represents constituency from Delhi in the Parliament. Delhi is our capital. Earlier, people used to say very fondly like this:

"Pushpeshu malli, Nagareshu Delhi"

That means, among the flowers there was "Malli" and among the cities there is "Delhi". But today, we do not enjoy that reputation in the world. From the point of view of environmental hazards, Delhi is one of the four most polluted cities in the world. Then, noise pollution is also increasing day-by-day. This is not a creditable thing. Secondly, from the point of view of accidents Delhi has become

a death trap. Out of the annual figure of 19,067 people who lost their lives in road accidents, Delhi stands at the top position, having the maximum number of deaths. Delhi, being the capital of country, with all its traffic control etc., should have the minimum number of deaths.

Among the metro cities, it should be the least. But Delhi is number one.

MR. CHAIRMAN: Have you anything to say on the provisions of the Bill?

SHRI SRIBALLAV PANIGRAHI: Delhi is claiming this sort of life.

MR. CHAIRMAN: This is general information. If there is anything about the provisions of the Bill, please give it.

SHRI SRIBALLAV PANIGRAHI: It is all connected.

The hon. Minister himself has said that three-fourths of the accidents are caused due to human failure. When human failure is three-fourth, it could very well be corrected. I would like to give some suggestions about driver's training and licence etc. This provision should be strictly implemented that he should be of sound mind and he should have some minimum education and he must have received training in a well-recognised Institute etc.

I would like to give one or two specific suggestions for the consideration of the Government. We have this family norm of two children. But people used to say it should be three, at least one for the father, one for the mother and one for the road. Road accidents are so numerous. Most of the road accidents during the early hours after 12 midnight

[Shri Sriballav Panigrahi]

to 4 a.m. or 2 a.m. to 4 a.m. It should be considered whether driving of at least heavy vehicles can be forbidden during these hours. Anybody should get time for three or four hours to take rest even on the road side.

The second point is about the drinking habit of the driver. An analysis has found that most of the drivers who are involved in road accidents are found drunk while driving. Plentiful of country liquor, even foreign liquor, is now available on the road side of the State Highways. This should be forbidden. This should not be available within at least 200 metres from the road. One should not get down from the steering itself easily.

There is noise pollution in Delhi. There are enough number of DTC redline buses. DTC buses silently kill people. Noise pollution is, by and large, attributed to this sound pollution. The DTC buses are out-moded and rotten buses.

Even after realisation of the entire amount of construction of a bridge, there is hardly any thinking to withdraw the toll tax. This is something to be considered.

The slum-dwellers in bastis are putting up speed breakers without any recognition from the authorities. This should not be encouraged or allowed.

I was discussing with the hon. Minister about road diversion.

MR. CHAIRMAN: That has nothing to do with the provision of the Bill.

SHRI SRIBALLAV PANIGRAHI: The whole purpose of participating in the debate is to highlight our own problems. Everybody, including those who occupy their seats there, knows it very well.

Since you are ringing the bell, I am closing now.

Sir, Deogarh — which is my constituency — in Orissa is a town of very great tourist importance. It is a town of scenic beauty. Very good sceneries are there. The waterfall is there. It is on the NH-6 passes through the town itself. On either side of NH-6, there are primary schools, high schools, colleges etc. There is a great risk for the school children and the pedestrians in this town. There is a proposal for having a bye-pass road. That should be there. Therefore, the bye-pass road on NH-6 has to be constructed and the proposal has to be implemented.

There is another thing. In a backward area, there is a portion of NH-42 and NH-43 passing through. Bhubaneswar and Sambalpur are on NH-42 and Rourkela, Ranchi, Talcher etc. are on NH-43. In between this, there is a highly tribal-dominated area. There is a missing link. There is no provision of funds for that. I would urge upon the hon. Minister to provide funds for this purpose. I can afford to speak no more because the time is short.

Finally, I would like to say only one thing and I close my speech with this. During the six-year period, we hardly come across any major efforts undertaken by the Ministries. After clear-cut analysis, they have made sincere efforts to plug all the loopholes. I congratulate the Government of India, particularly the Minister for the efforts they have put in. I appreciate the efforts taken by them. I also appreciate the spirit behind this Bill. This Bill will be of great help. But much more depends on the State Governments. Funding and improvement should go together.

With these words, I support this Bill.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Chairman, Sir, the Motor Vehicles (Amendment) Bill, 1988 was brought after changing the law of 1939, there were several shortcomings in it. The Government of India received several memoranda and representations against these shortcomings from the State Governments and several other organisations. The hon. Minister brought the comprehensive amendment keeping in view this background and the State Governments have also given their consent to it. So, I think that we have nothing to say against it but make some new suggestions. The law being enacted today after making amendment in the Constitution of India which is going to empower the district Board and local bodies because every now and then these institutions cannot be instructed from this Parliament. But along with it the Parliament and the Government of India is accountable to the whole country, therefore, it should think on these important points.

Several new technologies are being introduced in the field of vehicle manufacturing. On many roads I had seen that water pumps used for fetching water are fixed in the old structure of bullock carts which have no brakes and clutches. It has no proper system of driving and passengers are being carried out in these carts. No name has been given to these vehicles.

SHRI MRUTYUNJAYA NAYAK: It is not a Ram rath?

SHRI MOHAN SINGH: It can be called any rath and it may be called

Mrutyunjaya rath also. These vehicles are causing accidents. In the same way tractors and its trollies meant for agricultural work are mostly being used for carrying passengers to fairs and in marriage parties in villages. As a result thereof number of vehicle is increasing day by day on roads. The engine of old vehicles are being exchanged with the new ones which do not possess ISI mark and there is no specific system for it. These vehicles are causing accidents therefore I request the Government to think over it seriously. My colleagues have raised the issue of compensation and rehabilitation. I would like to know as to what procedure will be adopted for settlement of compensation if a lawyer, or an intellectual dies in such road accidents. If the Government has adopted the policy of rehabilitation or paying of compensation, what policy it would adopt for dignified persons of the society such as lawyers, doctors, scholars or professors who may be in large numbers? I think it is not proper and needed to be reconsidered.

Mr. Chairman, Sir, so far as roads are concerned, I have been reading in the newspapers for several days. The hon. Minister said that express roads would be constructed. For this purpose, a company from Malaysia is being invited to look after this work. I have also heard that a express highway is proposed to be constructed between Delhi and Agra. However, when we travel on this road, it becomes very troublesome even to cover the distance of ten kilometres. Its condition is more bad than the roads of villages. If the Government declares anything in this regard, it should repair the roads within a time-bound schedule. Further, if the project of any express road has been undertaken, how much time it would take?



[Shri Mohan Singh]

Mr. Chairman, Sir, I have written several letters about a main road in Varanasi. This road is being constructed by the Government of India. A proposal for constructing a bridge on this road, near Mugalsarai is pending for a long time. In the absence of a bridge, there is no traffic. The contract for construction of a bridge at Ram Nagar was awarded to Uttar Pradesh Bridge Construction Corporation 11 years back but it could not commence the work on it. Now, this work has been awarded to an organisation of the Union Government but it has also not been able to take up the work so far. I would request the hon. Minister that this work may be got completed as soon as possible. With these words, I support this Bill.

[English]

SHRI P.C. THOMAS (Muvattupuzha): Sir, I stand to support the Bill and I congratulate the Minister and the Ministry for taking up this work of bringing in some amendments to certain very pertinent aspects. I am sure, the amendments which have been brought in Section 7 to 9, regarding licences, in Section 43 to 52 etc., regarding hire purchase and Section 140 and other related sections regarding insurance will be of great help to the public and also to the society as a whole.

Now I congratulate the Minister for increasing the amount for liability without fault to Rs. 50,000 in the case of death etc. But with regard to one point, I think, though some amendment has come in Section 71 with the intention to take up certain public interest matters also, yet I think, the purport of the Bill of what has been intended may not be achieved by the amendment which has come in Section 71 or Section 80. These are related to stage carriage permits.

Now we, in the Motor Vehicles Act which we had in 1939, had provision for allowing the Government or the Government machinery to call for permits.

The Government would call for permits in any route considering the public interest. Now, in rural areas especially, there may not be any person who will come forward to put a vehicle as 'stage carriage', for helping the public. The overall changes which were brought about in 1988 in the Motor Vehicles Act did not envisage the power of the Government to call for permits. I think, this is a very important lacuna which should be removed.

I was under the impression that this Bill has taken this aspect also into account because there was some work done already in this regard. In fact, I had sent series of letters to the hon. Minister wherein I had pointed out some amendments which were necessary in Section 71, 72 and 80 of the Motor Vehicles Act to provide some power for the Government to call for permits. As it is, there is absolutely no power for the Government to say that an advertisement can be given by the State Transport Authority or by the Regional Transport Authority to call for a permit in a particular route. This is a very important handicap.

As far as we know, the roads are improving in the rural areas. With the changes which have been brought about, with the *yojanas* that have been introduced and with so much plans that have been made with regard to the development of the rural areas, so many roads have been developed. But, those roads are not provided with proper facilities for transport buses. We should have some provisions by way of which the public interest can be taken into account.

I think the operators who are coming forward, are coming forward for profit making; and we cannot find fault with that. They will not come forward to run a bus through a rural area or for that matter, if they find that a bus which runs through a rural area is not as profitable as another route which they can try, they will stop that permit or disown that permit and they will try for a new permit.

As the law stands today, Section 80 says that any person who applies for a permit shall be given the permit and it shall not be refused normally.

Here, I think one aspect should be there; and I had suggested this by way of a Private Member's Bill. That Bill was almost at the stage of introduction in 1983. But, at that time, the hon. Minister was very kind enough to say that the Bill need not be introduced because a new amendment is to come for the whole Act and that provision will also be brought forward. I brought forward an amendment to Section 70 which was for the purpose of including one Section 80(a)(i) which says:

"Notwithstanding anything contained in this Chapter, the Regional Transport Authority may invite applications for grant of stage carriage permits to provide services in public interest on certain routes."

Some allied sections are also given there. But, at the time of introduction, the hon. Minister got up and said that this was one thing which was being planned already by the Government and this was a very important amendment which should be there; and therefore, the Private Member's Bill need not be pressed. So, I did not press for the introduction of the Bill.

The proceedings are also there. I will just bring that also to the notice of the hon. Minister so that by way of another amendment this can be incorporated soon, if not done now. It reads as:

"The question is:

"That leave be granted to introduce a Bill to amend the Motor Vehicles Act, 1988".

Then, the Minister said:

"Sir, I would like to mention this here. I would like to request the hon. Member to withdraw the Bill because I am bringing the amendment which the hon. Member is wanting."

"So, I would request him to withdraw it."

Thereafter I withdraw the Bill by saying these words:

"Sir, in view of the statement of the hon. Minister, I do not press for introduction of this Bill. Of course, if the Government has felt the need for this Bill and if the Government is bringing forward this Bill, I feel that it would be better...."

That was the basis on which the Bill was withdrawn or it was not introduced.

Now, I think that this is something which should be taken into consideration. Though section 17(i) says about the category of persons who can come forward to apply for permit, yet the Department has included one amendment

[Shri P.C. Thomas]

which goes on to say that any class of persons, which the State Government can specifically provide, can also come forward and apply. But that will not take into consideration the other aspect of it which is the most important aspect, that is, to consider public interest as a criterion to be considered for grant of permit. So, what I suggest is that for the purpose of giving stage carriage buses to the rural areas, I think, an amendment should come to the Motor Vehicles Act. If it cannot be done now, it could be in the near future.

I would also suggest that it can be taken up, if possible, today itself. An amendment should come incorporating a provision to the effect that the Government can call for the permit if it is in the public interest. On that basis, if a person comes forward, a permit can be given. I think that should also be included in this.

I once again applaud the efforts which have been made by the Ministry to bring forward this Bill. It will go a long way in the interest of the vehicles, the public as well as the society.

DR. VISWANATHAM KANITHI (Srikakulam): Mr. Chairman, Sir, I thank you for giving me this opportunity to speak on the Motor Vehicles (Amendment) Bill. The Bill was passed in 1988. But in six years' time, we are getting the amendments. I would like to suggest that instead of taking up the amendments casually and offhand, we could have a comprehensive Bill once again to deal with the entire gamut of the situation. The accidents, the training and roads are included in this Bill. A person dealing with the people, for instance, a doctor, gets training for more than five years whereas a person carrying the people gets a

licence to take them without even getting a training. There are people who have never touched a steering wheel but got licences. So, there must be some stringent rules before permitting them to drive vehicles.

In an accident, there is a loss of property and lives. For that, the human element is there in every respect — whether it is the vehicle, the driver or the road. The persons who are responsible for maintenance of these things are liable for punishment. But usually it is the driver who is held responsible. No driver does an accident willingly. Still he becomes the victim both in the eyes of the people at the spot and also in the court and under the law. So, there must be a coordinated approach to reduce these accidents and loss of lives and property to the minimum. There are countries which have evolved certain rules and regulations.

Enacting laws and framing rules and regulations alone will not make things straight. Efforts should be made to see that each and every person inculcates values such as accountability, moral responsibility and so on. Efforts should also be made to spread awareness among the public. What the Ministry is doing towards achieving this goal is a moot question. The public as well as the concerned officials should be made aware of the importance of these aspects.

Prevention is better than cure. National Highways are financed and built by the Central Government whereas, they are looked after by the respective State Governments. When it comes to the aspect of maintenance, road condition differs from State to State. When the national highways are entirely financed by the Centre, why should the condition of the roads be different from one State

to the other? My suggestion is that all the national highways must be maintained by the Central Government, that is the Ministry of Surface Transport itself. In this way, we can improve the condition of the roads and reduce the rate of accidents to a great extent. There are countries where if a pothole is spotted, it is repaired within 24 or at the most 48 hours. But in our country, it is not so. We have seen roads where there are one-foot or two-foot deep potholes unattended to for months together. This sort of poor maintenance and negligence is the main reason for the accidents.

Here I would like to cite the case of a motorcyclist in Trivandrum. While driving, he fell into a hole and got his leg fractured. He made a complaint against the Municipality and the Court awarded compensation. If each and every accident case is referred to a court of law, I don't think the Government will have any money for construction and maintenance of roads at all and we end up with no national highways. To avoid such a situation, the Central Government should have more responsibility as far as the maintenance of national highways is concerned. Here, I am thankful to the Government for declaring the national highways between major cities as free ways with one-way traffic. I hope this will be a reality in the near future.

We have the traffic increasing day by day. Though the length of the national highways is shorter than the length of roads of various States, traffic is more on the national highways. Therefore, the national highways must be given the highest priority. One-way traffic roads and construction of bypass roads can go a long way in improving the situation. Especially, bypass roads around towns and cities are a must. After crossing the

city or town area, there can again be a three-lane or four-lane road.

Speed limit norms must be implemented strictly with the help of highway patrolling force. Fitness certificates of the vehicles must be checked regularly at periodic intervals and the law should be enforced stringently. Those who cross the speed limit must be stopped and deterrent punishment should be awarded to the offenders. Safety gadgets can be used to minimise the rate of accidents. With the help of gadgets such as walkie-talkies, you can intersperse a speeding vehicle and bring the offender to book.

Surface coating of the roads must be renewed regularly to make the national highways fit for travel in all the seasons.

Now I come to pollution devices. Government has decided to introduce pollution devices for all the new vehicles from next year onwards. I congratulate the Government and the Ministry of Surface Transport. But if the vehicle do not adhere to the safety norms of the Pollution Control Act and are guilty of violating the norms twice in a year, it should be ensured that those vehicles are equipped with the pollution control devices immediately.

In this connection I would like to say that the National Highways in certain States are longer than the highways in some other States. Andhra Pradesh is one such State where the length of the National Highways is less as compared to some other States. This discrepancy must be corrected.

I would also urge upon the Government to take up the proposed construction of a parallel road for about 1400 kilometers along the East Coast for Tada

[Dr. Viswanatham Kanithi]

to Ichapuram and translate it into a reality.

Sir, there are seven railway crossings on the national highways which needs over-bridges, however, I am thankful to the Ministry of Surface Transport and the hon. Minister for having at least sanctioned three over-bridges. I would request them to speedily complete the rest. Thank you.

SHRI R. NAIDU RAMASAMY (Periyakulam): Sir, thank you very much for giving me this opportunity to participate in this discussion on behalf of the AIDMK.

The Motor Vehicles Act as well as the present Bill mostly deal with various ways of reducing the possibilities of road accidents. In this regard the first thing that needs to be taken note of the Licensing authorities. The licensing authorities should strictly follow the procedure of issuing licenses. This is because, there are no special schools or colleges for each and every person for training and obtaining licenses. that is why these licensing authorities have to follow the procedure very strictly.

Secondly, there should be certain standards for fitness of the drivers. Their health standards should be comparable to that of the army and police personnel. If a driver is found to be involved in a large number of accidents, the licensing authority from where that concerned driver had received his licence, should be punished by way of demotion. If such provision are made, then only the licensing authorities will carefully follow the procedure of issuing licenses. In most of cases, the erring driver after an accident, will escape just by paying the penalty. Provisions for severe punishment to such drivers should be made.

There should be a stipulation in the Act for the number of accidents for each driver. If a driver is involved in more accidents than the number stipulated in the Act, severe punishment, including cancellation of the licence should be made.

Drinking of liquor should be avoided by the drivers. It should be carefully monitored. In that case, most of the accidents that takes place due to poor condition of the roads can be avoided. One-way traffic and divide bridges should be introduced.

Poor maintenance of roads is the fault of the Government. If the Government is not able to maintain the roads, then frankly, the roads should be leased to the private parties. It would be helpful.

Now, I would come to the question of compensation. Depending on the status of the person, his age and his earning capacity and depending on the extent of injury, the tribunal decides about the amount to be paid as compensation to the victim. In a petition the insurance companies are included as respondents. I would suggest that the Government should also be included as one of the respondents because the accidents on the roads take place due to inadequate road facilities.

Foot-broad travelling or standing in buses and other vehicles should be strictly avoided. If a private bus owner runs his bus on a particular route without any accident, he should be encouraged by extending his route or by reducing the taxes which he is supposed to pay. If such an encouragement is given to the private bus owners they will definitely take care of their routes.

In these motor vehicles accident cases the advocates are pleading for the deceased or the injured persons. Because many of the poor people involved in these accidents are not conduct the case, I suggest that such cases should be entrusted to the Government lawyer or the public prosecutor.

A mass insurance system should be introduced. There are a number of insurance companies. I would suggest that only one insurance company should be there. In most of the accident cases the police is not able to identify the vehicle. In such a situation if mass insurance system is there, in routine course the insurance company will give the compensation amount to the family of the deceased. The insurance company should not take the entire liability. The owner of the vehicle should also be made heavily liable in this case.

The tribunal should be formed to enquire into accident cases alone.

The owners, the Government, the driver, these three sectors should be carefully corrected. Only by way of giving severe punishment this can be rectified. They must realise that liberty means responsibility. Now-a-days, that is impossible. Only by force we can rectify this.

MR. CHAIRMAN: Thank you, Mr. Ramasamy. Names of some of the hon. Members were called during their absence. Kindly bear with the Chair. Now the hon. Minister will reply.

SHRI JAGDISH TYTLER: Thank you very much, Sir. I am really very grateful to the hon. Members who have participated in the discussion on amendment of Motor Vehicles Act. Hon. Members are aware that any change in the

Motor Vehicles Act will have a far-reaching effect on every citizen of this country as he is either an owner of a motor vehicle or he performs various journeys in the motor vehicles. This Act is to watch the interest of the road-users, to regulate the operation of motor vehicles and issue of driving licences etc.

With the changes in the environment and the working atmosphere in the country, certain amount of evolution and development is bound to take place. Our Ministry, therefore, has been trying to keep pace with these changes which take place in the modernisation, development and liberalisation of our economy. We, therefore, have suggested these changes.

I am very very happy that most of the suggestions were very very practical. Of course, 90 per cent of the suggestions deal with the State Governments. I think, a very clear message will go from the Parliament that this is the opinion, this is the wish of the Members of Parliament. When the next Transport Development Council meeting takes places, and before that also I will write personally to the Chief Minister of each State keeping all the suggestions of the hon. Members in telling them that this is within their power and then they should do it because this is the wish of the hon. Members and not only the wish, but these are the right decisions, right suggestions the hon. Members have given.

One thing which has again come out very clearly is, most of the Members have blamed, rightly so to some extent, that the accidents had taken place because of poor condition of the roads. I think, we have been trying our level best with the Planning Commission, with the Finance Minister, to increase our Annual

[Shri Jagdish Tytler]

Plan funds for the road works. Wherever I am able to get the money from, I make it sure that wherever there is urgent requirement money is sent there so that the roads are repaired, built, or made into two-lane or four-lane ones.

There are quite a number of members of Parliament who had asked for the bypasses. In the course of my answering individually to the Members of Parliament who have raised certain queries, I will be answering them, Sir.

I would like to start with Mr. Chetan Chauhan who has made very valuable suggestions with regard to overloading, irregularities in carrying out fitness of vehicles, grant of driving licences, and provisions of a book giving theoretical knowledge of road signs. He has also pointed out that contract carriage permits granted to carry passengers on point to point basis are being misused.

In this connection, I would like to mention that the Government is taking all possible measures to check overloading. We have been writing to the Chief Ministers of the States from time to time and our efforts have yielded results. It is with this end in view that an amendment has been proposed in Clause 57 of this Bill dealing with Section 194 to provide that whosoever contravenes the provision of the loan ceiling shall be punishable with a minimum fine of Rs. 2000 and an additional Rs. 1000 per tonnage excess load together with the liability to pay charges for off-loading of the excess load.

We have also provided some Portable Weighing Machines to some States to strengthen their infrastructure.

So far as fitness of vehicles and driving licenses are concerned, we do

agree that there is some sickness on the part of the Transport Department of different States in this regard but, all out efforts are being made to check these mal-practices. I am going to write, as I said earlier, to the State Government to carry out special raids in the Offices of the Transport Departments and punish the guilty.

As regards the suggestion of Shri Chauhan to provide books giving theoretical knowledge, I would like to clarify that while granting a learner's licence, it is obligatory on the part of the licensing authority to ascertain the theoretical knowledge of the applicant. His other suggestion regarding notice for the revalidation of the registration certificates has been noted and will be communicated to the State Governments for implementation.

However, keeping in view the large number of vehicles and limited staff with the Transport Departments, I am not sure whether they would be able to carry out this enormous work. Shri Chauhan also desires that compensation in respect of hit and run cases should be raised to Rs. 50,000 as in other cases. I would like to point out that this is not possible here, as the compensation is given on the basis of accident only.

Shri Chauhan, Shri Krishnasami, Shri S.P. Yadav and other hon. Members have welcomed the simplified structured compensation schemes in view of the large number of claims pending with the Motor Vehicles Claims Tribunals. This will definitely lead to quicker settlement of claims once these Tribunals are set up.

It is a good thing that the old cases can also be settled now on the basis of the new scheme, if it is accepted by the claimants. That means, the people

whose cases have been registered with the police and who have been waiting for their compensation can now withdraw their cases by just applying to the Tribunal. After doing so, they can get their compensation.

A minimum amount of Rs. 50,000 has been fixed as compensation in cases where the vehicle has been identified. Higher amounts will also be made available based on the income and age of the victim. Shri Chauhan, Shri Ramashray Prasad Singh, Shri Sultanpuri and Shri Meena have also mentioned about the need for giving better training to the drivers. I wish to inform the hon. Members that the State Governments have been advised to encourage motor driving training schools. Our Minister had also given motor driving simulators to some States in order to upgrade their training facilities.

Shri Patel has desired that there should be proper patrolling of National Highways; duty should be cast on doctors to treat the victims; and minimum educational qualification of tenth standard be prescribed for the drivers. I would like to mention that so far as the Highway-patrolling Scheme is concerned, we have already started this scheme on a very limited basis and under this scheme, pick-and-carry cranes and ambulances have been provided to the States to remove the accident vehicles and other road accident victims. I hope that you can also encourage or involve even the private people in this. If it is acceptable, then I think we will be able to patrol more highways.

As regards casting of duty of drivers, the hon. Member might have noted that an amendment has been incorporated under Clause 41 of Section 134 of this

Bill. It should not only cast duty on the owner of the vehicle but also every medical practitioner or doctor on duty in the hospital immediately to attend to the injured person and render medical aid or treatment without waiting for any procedural formalities. By this amendment, it is legally the duty of all registered medical practitioners to give him treatment. I think this is one of the concerns quite a number of hon. Members of Parliament were having.

As far as prescribing qualification is concerned, most of the hon. Member had suggested that the minimum qualification should be tenth pass. He did not feel that this should be implemented because it is an easy way for these young boys who are in the rural areas to get employment. Otherwise, quite a number of young boys will be there who may not get employment.

SHRI NIRMAL KANTI CHATTERJEE: A minimum can be fixed.

SHRI JAGDISH TYTLER: Before you came, I had answered quite a number of things and I have taken a note of them. These are the things which the hon. Members have said. Practically, they can be solved by the State Governments. It is a State subject. I said, "A very clear message has gone from this Parliament, from the hon. Members of this House; this is what the hon. Members feel about it." I will write personally to all the Chief Ministers and the Transport Minister. In the next Transport Development Council's meeting, we will make this as one of our agenda items of the things which all the hon. Members have mentioned. I feel that whatever you have mentioned are right things and we will look into them.



[Shri Jagdish Tytler]

As per the provisions of the ~~seat~~ belt and scrapping of the old vehicles, I would like to say that it has already been compulsory that all vehicles from 1st April, 1994, will have the safety seat belts. So far as scrapping of vehicles is concerned, the Government Departments can scrap their vehicles within their powers. However, the need has been felt that the older vehicles should be totally taken off the roads. Though such provisions do exist in the Motor Vehicles Act under Section 59, these powers have not been invoked keeping in view the various economic considerations. The Government is, however, seriously considering to invoke these powers, particularly with reference to commercial vehicles.

Shri Patel has also pointed out that there should be uniform road signs based on international standards. I would like to clarify that the Motor Vehicles Act is based on the international standard.

The hon. Members also wanted to know whether the helmet should be made compulsory for two-wheelers. I am happy to inform the hon. Members that this is being done in this amendment.

Shri Shravan Kumar Patel, Shri P.S. Chetan Chauhan, Shri Bheru Lal Mæena, Shri Chadresh Patel and Shri Amal Datta have mentioned the need to computerise issue of licences, registration and coordination among various States. This had been raised in the Transport Development Council also and all States have been advised to make use of Government of India's computer system called "NICNET" for keeping upto-date records and sharing information of driving licences issued and vehicles registered.

Shri Yadav has mentioned about the safety of the road users. As per the provisions of the Motor Vehicles Act, a National Road Safety Council has been set up in the Ministry and State Governments have also been advised to set up similar Road Safety Councils.

Of course, a mention came from Mr. Yadav about Red Line buses. It is regrettable that this scheme is being given a bad name by some irresponsible owners and drivers. We have already advised them. I would like to inform the hon. Members that somehow or other the Red Line buses are associated with our Ministry. They have nothing to do with our Ministry. It is the State Governments who are responsible for it. We have already written to the State Governments to see that this should be strictly seen that all the drivers should be properly trained and the people who are taking the law into their hands should be punished.

Shri Amal Datta has pointed out that the Bill should have gone to the Standing Committee and there seems to be no coordination between the Departments in drafting this Bill. I would like to clarify that these amendments have been brought in after due consultation with all concerned Departments of the Central Government and also after receipt of inputs from State Governments, Transport Experts, representations from Trade, Private individuals and others. As I have mentioned in my opening remarks, the amendments in the Bill are to watch the interests of the road users, to regulate operation of motor vehicles and other road safety matters. In fact, after consulting the Ministry of Environment, my Ministry has already notified Emission Standards for all types of vehicles in the country.

So far as the carriage of goods by Railways is concerned, I would like to state that the choice of sending the goods is of an individual company or an individual person. Nobody can force them to send goods either by road or by rail.

17.00 hrs.

He also mentioned the need of setting up of a metro system for Delhi. I would like to answer that the Cabinet has already cleared it and we are also working on an electric overtrain for Delhi. I think this is at the final stage and I am very soon having a meeting with the Delhi Chief Minister. I think we will be soon coming out with a proposal for an elevated light train in Delhi. This also comes under my Ministry. This does not come under the Railways. So, I think within the next week, we should be able to take some decision.

Mr. Datta has also drawn the attention to the emission caused by motor vehicles and has desired that not only lead-free petrol should be provided, but effective measures should be taken to punish the offenders. In this connection, I would like to announce that the Oil Minister had already announced that within three years, in all the metropolitan cities we will have lead-free petrol available to them. Of course, he has mentioned that more buses should be put on the roads which would reduce the use of private vehicles. Now, we are encouraging privatisation of the transport. Delhi has had a very successful experiment on privatisation and we have had three thousand buses for the investment of practically Rs. 200 crores from the private investors and we created quite a number of jobs and other related trade concerning the transport. So much so that today, a passenger does not

have to wait for 45 minutes which was previously the case. The maximum he has to wait is not more than 10 minutes.

Of course, the Bill proposes for removing ceilings on ownership of permits, both by individuals and companies. With this we hope that more and more buses would be available.

Shri Chatterjee has brought out some good points. I would like to inform the hon. Members that Shri Chatterjee was the only person — of course others did do — who actually spoke on the Motor Vehicles Act. He has mentioned that on the one hand motor vehicles have been reduced from 35 c.c. to 25 c.c. engine capacity and on the other hand a limit of 50 c.c. is now being imposed. There is no contradiction. With the advent of 25 c.c. vehicles, now they are being included in the list of motor vehicles. On the other hand, a limit of 50 c.c. is being put so that the concept of gearless motorcycles of higher capacity do not attract drivers below 18 years of age. Any vehicle above 25 c.c. will require a licence.

Restrictions in dense areas have been provided in the amendments.

Regarding giving incentives for Non-Conventional Vehicles, we have already done this last year. There is no permit fee for vehicles and they can choose their own routes. So, there is no route for them. They can charge their own fares. So, these are the few concessions. Then, any more suggestions which could come, we will encourage them to use non-conventional energy.

There is a calculation of national income. You have asked for compensation for those who have no income. For those

[Shri Jagdish Tytler]

who do not have a known income, there is a provision to calculate their notional income.

Regarding the Index of dearness allowance, I would say that this power is with the Central Government to periodically revise the rate of compensation and we would be doing this.

Of course you have mentioned as to why the limit of the vehicles should be deleted. Now, in the changed circumstances keeping in view the economic viability of operation, and then the least vehicles coming on the roads, the ceiling has been lifted mainly to benefit the Indian transport companies. I think with this, we would be able to have more companies coming, not necessarily multinational companies, but Indian companies coming because about running a vehicle, we have known in Delhi and other places that the poor people who have taken one vehicle and once the breakage comes I think quite a...*(Interruptions)*

*[Translation]*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): When the multinational companies are finding favours, how can a new company come?

SHRI JAGDISH TYTLER: Why will not it come? Who said that? You come to my ministry one day and see the name of the company. Multinational is just a concerted story.

*[English]*

This is stick to hit us. You come and see how many Indians have actually participated in the privatisation of ports

and roads, for which now they are coming.

Mr. Thomas had mentioned that the power of State or Regional Transport Authorities to call for an advertisement for particular routes, is being taken away. It is not true. I would like to inform the House about this.

PROF. K.V. THOMAS (Ernakulam): There is no power with the Government to call a permit.

SHRI JAGDISH TYTLER: No. Under Section 68, the State or Regional Transport Authorities can now call for advertisements on prescribed public desired routes.

SHRI NIRMAL KANTI CHATTERJEE: You have not said anything about the Workers' Act.

SHRI JAGDISH TYTLER: About the working hours of the drivers, by the proposed amendments, the provisions of the Central Motor Vehicles Act are being correlated and are being brought in consonance with the Transport Workers Act. This is the part which I wanted to tell you.

There is one point which Shri Shastri has mentioned that the Appellate tribunals should have members from outside. We have mentioned that those who are qualified to become a High Court Judge can become the Members of the Tribunals.

Shri Ansari, of course, had mentioned that private agencies have been authorised to give fitness certificate. I would like to inform the hon. Member that no State has yet authorised and

private agency to issue a fitness certificate or cancel a registration.

As far as roads are concerned, I would like to inform the House that a number of Members of Parliament have raised this issue of roads being in bad conditions and that is causing a lot of hardships. To that extent that is true, but I am having a lot of difficulties in getting money out of the Planning Commission as well as from the Finance Minister or rather we have been at it.

A mention was made of a Malaysian company coming to India. I would like to inform the House that I had gone to Malaysia and we had meet some businessmen there. Quite a number of businessmen, who are in road construction, had come and met us. After we have opened our economy they have shown interest but nothing concrete has come to me as yet. I feel that in the next six months, I should have a quite number of companies who would have taken interest in this. I, probably, not have had a dream but a very practical thinking that the Asian Development Bank has done a study. I am saying this because this will interest all of you.

There is a project worth 20 million dollars which covers roads from Chandigarh to Delhi — four lanning — express ways with a toll from Chandigarh to Delhi; from Delhi it goes straight to Calcutta; from Calcutta it goes right up to Madras; from Madras it goes upto Bangalore; from Bangalore to Bombay and from Bombay back to Delhi. Then from Bombay it directly connects Calcutta; from Delhi connecting Madras and going right upto southern tip passing through Kerala and going to Tamil Nadu.

This is over 10,000 kilometres which we have planned. There are companies

which want to do the study on their own cost. I think they are working on the modalities and I hope that by next year I would be able to start this project and in the future somebody would complete this. This would be one of the biggest project this country has ever had after independence.

And I think, the credit for this goes to the Prime Minister for his liberalisation policy, whereby interest has been generated. There are 21 top world companies which have shown interest in the projects all over the world. The toll is to be charged after I have introduced this Bill in Parliament. We could not charge the toll earlier. The living example is Hoogly bridge in West Bengal, which we started. It was a great success. And that success will give us encouragement to do privatisation. You cannot even imagine how it had happened.

Finally I would like to thank everybody who has participated in this discussion. Now I request the House to pass the Bill. *(Interruptions)*

*[Translation]*

SHRI RATILAL VARMA (Dhandhuka): Mr. Chairman, Sir, whether the express highway between Delhi and Bombay will be extended upto Ahmedabad. *(Interruptions)*

*[English]*

MR. CHAIRMAN: The Minister has already replied to that. He has explained about the concrete plan. We should be satisfied with that.

*(Interruptions)*

SHRI NIRMAL KANTI CHATTER-  
JEE: China is building its express high-  
ways. They have a surplus in petroleum  
products. (*Interruptions*)

MR. CHAIRMAN: The Minister has  
mentioned more than what the hon.  
Members have wanted.

Now we shall take up the Considera-  
tion Motion of the Bill.

The question is:

"That the Bill further to amend the  
Motor Vehicles Act, 1988, as passed  
by Rajya Sabha, be taken into  
consideration."

*The motion was adopted.*

MR. CHAIRMAN: Now, we shall  
take up clause by clause consideration  
of the Bill.

The question is:

*"That Clause 2 to 6 stand part of  
the Bill."*

*The motion was adopted.*

*Clause 2 to 6 were added to the Bill.*

MR. CHAIRMAN: The question is:

"That Clause 7 to 64 stand part of  
the Bill."

*The motion was adopted.*

*Clause 7 to 64 were added to the  
Bill.*

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting  
Formula and the Long Title stand  
part of the Bill.

*The motion was adopted.*

*Clause 1 the Enacting Formula and  
the Long Title were added to the Bill.*

SHRI JAGDISH TYTLER: Sir, I beg  
to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

17.15 hrs.

MOTION RE: CONSIDERATION OF  
TWENTY-EIGHTH AND TWENTY-NINTH  
REPORTS OF ERSTWHILE  
COMMISSIONER FOR SCHEDULED  
CASTES AND SCHEDULED TRIBES AND  
FIFTH, SIXTH, SEVENTH AND EIGHTHS  
REPORT OF NATIONAL COMMISSION  
FOR SCHEDULED CASTES AND  
SCHEDULED TRIBES

[English]

MR. CHAIRMAN: Now we will take  
the next item. Before we start, I would  
like to inform the Members that the time  
allotted to this Motion is six hours. Now  
the Minister may move the Motion.

THE MINISTER OF STATE IN THE  
MINISTRY OF WELFARE (SHRI K.V.  
THANGKA BALU): On behalf of Shri  
Sitaram Kesari, I beg to move:

"That this House do consider the  
Twenty-eighth and Twenty-ninth

489 *Motion Re: Consideration BHADRA 1, 1916 (SAKA) for SC & ST and 5th, 6th, 490 of 28th and 29th Reports of erstwhile Commissioner of erstwhile Commissioner* 7th, and 8th Reports of National Commission for SC & ST

Reports of the erstwhile Commissioner for Scheduled Castes and Scheduled Tribes for the year 1986-87 and 1987-88 laid on the Table of the House on 9th May, 1989 and 29th August, 1990, respectively and the Fifth, Sixth, Seventh and Eighth Reports of the National Commission for Scheduled Castes and Scheduled Tribes for the years 1982-83, 1983-84, 1984-85 and 1985-86, laid on the Table of the House on 5th March, 1986, 26th August, 1987, 4th May, 1988 and 21st November, 1988, respectively."

We had been requesting on the eve of every Session of this august House for taking these Reports into consideration but due to heavy business, it could not be possible, hitherto, to take up these Reports for discussion in the House. I am, therefore, thankful to this august House for allotting time for discussion on these Reports.

I am happy to report to this august House that immediately on receipt of these Reports, the Government initiated action on the recommendations made therein. In pursuance of the Constitution (Sixty-fifth Amendment) Act, 1990, the erstwhile Commission for Scheduled Castes and Scheduled Tribes as also the Commissioner for Scheduled Castes and Scheduled Tribes have been replaced by the National Commission for Scheduled Castes and Scheduled Tribes with effect from 12th March, 1992. The new National Commission for Scheduled Castes and Scheduled Tribes has been set up under Article 338 of the Constitution with enlarged functions and powers of a Civil Court for effecting investigation and inquiry into the issue and matters relating to the development and welfare of Scheduled Castes and Scheduled Tribes.

17.18 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Sir, on the other recommendations of the Reports, the Government has taken necessary action and detailed action statement in regard to V and VI Reports of the Commission for Scheduled Castes and Scheduled Tribes have been tabled in Lok Sabha on 29.12.1989 while the detailed action statement in regard to VII and VIII Reports of the Commission have been tabled in Lok Sabha on 18.8.1992.

This House is aware of various welfare and protective measures that we are taking for Scheduled Castes and Scheduled Tribes. Formation of National SCs and STs Finance and Development Corporation (NSFDC) and TRIFED; the laudable and ambitious Special Scheme to eradicate the obnoxious practice of scavenging by the end of Eighth Five Year Plan; modifying the provisions of pre-matric scholarship scheme, pre-examination coaching for SCs and STs, and the scheme of book banks for SC and ST students for ensuring wider coverage; new schemes of special programmes of educational development for Scheduled Caste, Scheduled Tribe girls in low literacy pockets; special recruitment drives resorted to for filling up the backlog in the posts reserved for Scheduled Castes and Tribe in Central Government/Public Sector Undertakings; and last but not least, the befitting manner in which the Centenary Celebrations of Baba Saheb Dr. B.R. Ambedkar were observed is known to all the Members of this august House.

I am glad to reiterate that this Government's commitment to the development of Scheduled Castes and Tribes is constant and continuous. We

[Shri K.V. Thangka Balu]

will continue to take all necessary measures for their social, educational and economic development. We committed ourselves to the development of the under-privileged as part of our struggle for Independence. It is in the development of the weak and the poor that a Government can take pride. It is the development and the strength of the weak and the poor that makes the Government and the nation strong and vibrant. This is our faith. To achieve such a strong and vibrant nation is our goal.

I thank this august House again for having provided its valuable time for these discussions and look forward to valuable suggestions to the hon. Members which would go a long way in making these discussions fruitful and result-oriented.

MR. DEPUTY-SPEAKER: Motion moved:

"That this House do consider the Twenty-eighths and Twenty-ninth Reports of the erstwhile Commissioner for Scheduled Castes and Scheduled Tribes for the years 1986-87 and 1987-89, laid on the Table of the House on 9th May, 1989 and 29th August, 1990, respectively and the Fifth, Sixth, Seventh and Eighth Reports of the National Commission for Scheduled Castes and Scheduled Tribes for the years 1982-83, 1983-84, 1984-85 and 1985-86, laid on the Table of the House on 5th March, 1986, 26th August, 1987, 4th May, 1988 and 21st November, 1988, respectively."

[Translation]

SHRI RAM SINGH (Haridwar): Mr. Deputy-Speaker, Sir, I am grateful to the

hon. Minister of Welfare that he has given an opportunity to consider these six reports after a gap of about 12 years. The time limit of 10-15 minutes is very short to express one's views in details to discuss and give suggestion on the recommendations suggested. I think that in view of the seriousness of the matter, it is not proper to fix a time limit. It would not be possible for the Members to express their views in six hours.

Mr. Deputy Speaker, Sir, out of these Reports, two are concerned with Commissioner for Scheduled Castes and Scheduled Tribes. Prior to this arrangement, there were S.C. Commissioners who used to work throughout the year. The reports presented by them to the Government were based completely on their experiences. Shri B.D. Sharma Report has also been included in it. The other four Reports are of the Commission. Earlier there used to be Commission for SCs and STs. It is not possible to consider the recommendations of these six reports separately. I would try to be brief.

Mr. Deputy Speaker, Sir, today the first and foremost issue before us is the welfare of SCs and STs but the structure of our government at the Centre is very peculiar. It has no powers and thus, it acts only as a despatcher. For example, let me take the issue of the reservation. The directives are sent to the State Governments but instead of being sent through the Welfare Department, these are sent through the Department of Personnel and Training. The Ministry of Welfare has no control over this Department. Further, the issue of allocation of land comes under the Department of Rural Development. The Ministry of Welfare has got no right to issue any directive in regard to reservation. If one study the Annual Report of

the Ministry of Welfare, one would find that the reports of any year does not contain appropriate figures. It does not indicate the percentage of reservation in the Central Government services. Even, earlier reports do not indicate such data. They also do not have the figures of the land made available to the people belonging to SCs and STs for agriculture purpose nor the percentage of literacy. The issue of literacy comes under the Ministry of Human Resource Development. This Department only works as a postman. They send the dak but the reply does not come to them. Nobody think it proper to send them the reply. My first submission is that this Department is needed to be given more teeth. They are required to be given more powers. If a Department does not have adequate powers, it will not be able to function efficiently.

The foremost issue before us is the education. This Department provides the facility of education to the students of scheduled castes and scheduled tribes. As far as the rates of scholarship to such students are concerned, these were increased in 1987 and since then the rates are the same. One would be surprised to know about the rates of scholarship then. The primary school students get a scholarship of Rs. 12 per month only. The students from class 6th to 8th standard get Rs. 20 per month and similarly, the students of 9th and 10th standard get Rs. 30 per month. So far as the scholarship to the students from 1st to 10th standard is concerned, it is arranged by the respective State Governments. However, the rates are decided by the Union Government. Unless the Centre revises the rates, the scholarship will not be increased. Further, the student of scheduled castes studying upto M.A. get Rs. 65 per month as

scholarship. However, the students pursuing technical courses get Rs. 280 as scholarship. What is the value of Rs. 280 for these students doing medical or engineering? Only those students living in the hostels get Rs. 280. Otherwise, the rates of scholarship for other students are Rs. 125 per month. There are five categories of scholarships at post-graduate level. In category 'A', resident students get Rs. 280 per month and the regular students get Rs. 125 per month. Under category 'B' resident students get Rs. 190 per month, while the regular students get Rs. 125 per month. Similarly, the rates for the resident and regular students under categories 'C', 'D' are Rs. 190 and Rs. 125 and Rs. 175 and 90 respectively. Under the last category, the rates are Rs. 115 for the hostliers and Rs. 65 for the regular students.

Imagine how the student getting a scholarship of 65 rupees will buy his books, his dress and pay his hostel and school or college fee. We have raised the issue of increasing the rates of scholarship, so many times. The Ministry of Welfare advances a plea that the Planning Commission does not allow it to do so. The Planning Commission can make money available for everything but the students of Scheduled Caste it does not have money. Listen about the second condition. There are various conditions for awarding these scholarships. For example, upto 10th standard only those students will be eligible for scholarship, whose parent's or the guardian's monthly income does not exceed Rs. 1000. It means that a student of 10th standard will get the scholarship provided his parents income is upto 1000 rupees only. After 10th standard, the monthly income of the guardian should not exceed Rs. 1500. If we look around today, we can



[Shri Ram Singh]

see that even the peon's salary in States is Rs. 1750 per month. It means that the child of a peon, belonging to the Scheduled Caste will neither get scholarship nor he will be given fee concession. I have said so many times to raise this limit in view of the sharp price hike. But after 1987 neither the income ceiling nor the other conditions have been released.

One more condition has been imposed by the Government, which has never been imposed on any category in the country and it is that half scholarship and half fee concession will be given to the wards of the person whose income does not exceed two thousand rupees and who has only two children. I am at a loss to understand, why this game is being played with them and what is there in imposing family planning norms of these people while no other such condition have been imposed for any other purpose. When you have imposed the family planning norms the income limit and the rate of scholarship is so low then how the education will spread among these people under these circumstances. Its repercussions are coming before us.

If I put forth the data before you then you will be surprised to know that the percentage of literates among these people, specially among the Scheduled Caste is very low and their condition is very miserable. According to the census of 1981, the male literacy percentage among all communities was 43.67 per cent and in females it was 29.43 per cent where as among the Schedule Castes, as per the same census, this percentage among men was 21.38 per cent and among women it was 10.93 per cent. Under these circumstances, how these people will get education, how they will

make progress, how they will come in jobs and how the reservation for them in jobs will be completed when they are not educated?

I would like to mention the rate of drop outs in our schools to tell as to how many boys and girls give up their education after getting education upto a particular class. You will be surprised to know the percentage of literacy among them, but the Government does not want to do anything even after knowing everything. The condition from 1st to 5th standard is that 56.43 per cent boys stop education after 5th whereas 64.24 per cent girls drop out after 5th standard, it means that after passing 5th class they stop going to schools likewise 74.76 per cent boys and 85.72 per cent girls stop going to school after passing 6th, 7th or 8th class and do not study further. Only 4.4 per cent students of Scheduled Caste seek admission in degree course after passing 12th class. It means that only 4.4 per cent students seek admission to degree classes after passing 12th class.

The main reasons of it are economic problem and some conditions imposed by the Government, which I have told you. Under these circumstances how will the Scheduled Caste children get education, how the 15 per cent reservation will be covered and how the 7.5 per cent reservation for the Scheduled Tribes will be covered? The drop out rate of the Scheduled Tribe students is more shocking. From class 1st to 5th 71.57 per cent boys and 78.13 per cent girls leave school and they can not continues further studies and after class 6th to 8th, 84.99 per cent boys and 91.65 per cent girls stop going to school.

This is our achievements so far in the field of education. Unless we provide education to the Scheduled Castes and

Scheduled Tribes how the people of these communities will progress. These conditions will prove impediment in their advancement and pose many difficulties before them. How these castes will make progress? These limitations will be obstacles in their way and will create problems for them.

Mr. Deputy Speaker, Sir, then much have and cry is being made on the issue of reservation and it is being opposed throughout the country. It is a queer situation, which will not only cause harm to the whole nation but also to the reserved classes. Social tension and conflicts with each other and riots are taking place daily. How these should be dealt with?

Regarding reservation, the position of this Ministry is some what strange. At present there are five types of reservations in force and the Welfare Ministry does not have any control on any of them. Who will determine reservation for the Central Services? It's policy formation, execution and performance, all these three aspects will be determined by the Department of Personnel and Training. Welfare Ministry does not have any connection with it. Regarding the public sector undertakings, the Department of Industries will determine, these things and it is in no way connected with Welfare Ministry. The Welfare Ministry cannot have any information about it and if it writes for the information, it will not get any reply. The Department of Finance has control on the Public Sector banks and the reservation about these will be determined by the Finance Ministry and not by the Ministry of Welfare. Likewise, the reservation regarding insurance companies will also be determined by the Finance Ministry and not by the Welfare Ministry. The distribution of land and the

city housing facilities will be provided by the Urban Development Ministry and not by the Welfare Ministry.

Mr. Deputy Speaker, Sir, the Government has constituted a Commission for the scavengers. The position of the Chairman of each Commission in our country is equal to at least the State Minister but the Chairman of the Commission for the Scavengers is equal to the Deputy Minister. Its members are equal to the Members of the Parliament. There is such a discrimination and the position regarding reservation is very strange. The Government claims that it will eradicate atrocities and untouchability. There is no reservation in any canteen of our country. Lakhs of people are working in canteens. There are thousands of Central Government Canteens in our country. Then there are Military Canteens and the Boarder Security Force canteens. Each department has its own canteen. But there is no reservation in any canteen in the country. Not even a single Scheduled Caste or Scheduled Tribe employee can cook or serve in any canteen. He cannot even clean the utensils. It is the lowest type of service but even in this, there is no reservation and the Government says that it will bring equality in the country. How can it be possible?

Mr. Deputy Speaker, Sir, our courts have given two verdicts. The one of the verdict was given by the Allahabad High Court two years back in which it was said that there will be no reservation for the Scheduled Castes and Scheduled Tribes children in the matter of admission relating to the medical and engineering examinations. Both of these avenues were closed, and the Department was asked to appeal but full one year, the Department did not file any appeal. However, when the Department made an appeal after one year, it did not ask the

[Shri Ram Singh]

Supreme Court to grant Stay on the order of the High Court. When we asked, why was it not done, they replied that there was no hope for the Stay on it. This is what is happening in this Department.

The Manda! Commission case is lying pending with the Supreme Court. The Scheduled Castes and Scheduled Tribes are not a party to it but the Apex Court gave the decision that there will be restriction on the promotions of the Scheduled Castes and Scheduled Tribes. They were not given reservation in their promotion. This question has been raised at least 10 times here. The hon. Minister has assured that they have not implemented this decision and reservation will be given at the time of promotion also. I may submit here that order of the Supreme Court is treated as a law unless the Parliament changes it. If the Parliament does not change the relevant rule or law, the order of the Supreme Court remains in force. Today all the departments have stopped reservation in promotion. You may keep on giving orders after orders, nothing will happen. Those orders are of the Department of Personnel and not yours. Those orders have not been executed anywhere till date. The reservation in promotion in each department has been stopped; everything is in backlog. These vacancies are not being filled. Then why the Government is keeping silence on such an order?

Mr. Deputy Speaker, Sir, we have said time and again as to why an amendment is not being brought to the Constitution after the order of the Supreme Court. Why do you not bring about an amendment to the Constitution? The political parties may or may not support it but they are not going to oppose it. But the Welfare Ministry does

not want to do so. I fail to understand this attitude. So long as the order is not amended, it will remain effective. There is no question of its continuation. There are more than 125 Universities in India and you can see as to how many Scheduled Castes Vice-chancellors are there? Similarly, how many Governors in the country belong to Scheduled Castes?

There is only one Governor who belongs to the Scheduled Caste *i.e.* the Governor of Arunachal Pradesh and he neither knows the local language of Arunachal Pradesh nor English. It is a small State having a population of 2-3 lakh only but the Governor does not know both the languages. How much reservation is there for the Scheduled Castes in the appointment of Governors and Ambassadors?

Mr. Chairman, Sir, what is the percentage of reservation in India? I tell you that in no category full quota of reservation has been filled. All the four categories of service suffer from backlog in reservation. Even class IV has not been fully covered. How will the reservation be complete? There are only 0.68 per cent Scheduled Tribes in class IV. Class IV does not have even one per cent Scheduled Tribes and you say that you have to clear the backlog. How will you be able to clear the backlog of class I officers when you have not been able to clear backlog of messengers and class III and class II employees? There is a solution of the problem also. You have decided to recruit 62.5 per cent from the feeder cadre and the rest from direct recruitment. We say that it should be 50:50 from the feeder cadre and from direct recruitment.

Sir, if this backlog is cleared, the rest of reservation will automatically be fulfilled but there is need for genuine will. Your orders are not implemented. There-

fore, the problem of reservation has become quite intricate. The Ministry of Welfare does not have the figures about the reservation achieved in different States. I have been able to acquire the figures of Uttar Pradesh alone through my own sources. The Ministry does not have any chart of reservation with regard to Uttar Pradesh or any other State.

Sir, the Reservation position in Uttar Pradesh is the worst in India. I would like to put before the House the figures of Uttar Pradesh: 7.40 per cent in class I, 0.45 per cent Scheduled Tribes in class II, 7.12 per cent Scheduled Castes and 0.37 per cent Scheduled Tribes, in class III, 3.66 per cent Scheduled Castes and 0.42 per cent Schedule Tribes in class IV. This is not even half a per cent. The situation in other States is worse than that of the Centre. So, how can this reservation be fulfilled. The only way of achieving it is to bring a very good Bill of reservation and pass a legislation. Three years back, you had promised to bring a legislation and make proper arrangement of reservation so that no person is denied reservation but that legislation has not come till date. The recruitment of SCs and STs will not be complete unless that legislation is passed.

Sir, today, all the industries including the Public Sector industries are heading towards privatisation. The Government gives assurances that it is not going to affect the Scheduled Castes and Tribes in any way. How will it not affect them? Today, reservation is possible only because of Public Undertakings. Why will the private concerns grant reservation? Three reports are pending with the Government. One is the one and a half year old Scheduled Caste and Scheduled Tribe committee report which contained a provision of granting reservation in

private sector so that Scheduled Caste and Scheduled Tribe people get employment in that sector. But the Government considered all the three reports and rejected them. It is not known what action has been taken on the last report but the earlier two reports have been rejected. Why do not you provide for reservation in private sector when you are giving loans, land, tax relief, licence and provide other facilities to it? How can the Scheduled Caste, Scheduled Tribe people get employment and come at par with others unless reservation is granted to them? The private industry should also given reservation.

Land distribution is another serious issue. Today, Indian Courts are replete with land litigation cases particularly pertaining to SC, ST people whose lands are being grabbed and illegally occupied. Possession is not given on leased lands. The Government claims every year that they have given them possession. I shall be thankful to the hon. Minister if he States the target fixed and achieved in respect of any State. I assert that the Welfare Department does not have any figures with respect to any State. I have gone through the whole report. No report has any figures about the extent of land that should be distributed, the number of beneficiaries, the extent of possession that should be given and the real possession given. All land disputes are pending in courts today. People are at loggerheads with one another. Lease is given but the effected person submits an application which leads to litigation that continues for years together. In this way question of possession of land does not arise. This problem should also be solved. A legislation that would benefit the people should be passed.

[Shri Ram Singh]

There is another issue of economic upliftment. It is a very comprehensive matter but I will deal with it in brief. In 1975, the then Prime Minister had decided that grants will be given and spent in all departments, besides this department, particularly in service departments for Scheduled Castes and Scheduled Tribes according to their population. With regard to electricity department, it was decided that in proportion of their population, 15 per cent funds will be spent for Scheduled Castes and 7½ per cent for Scheduled Tribes. Money will also be spent on education and for construction of schools. But what is the result? The total figure is of 0.08 per cent. No department has spent the whole money on these Castes and Tribes. This is the figure from the Government report.

The contents of the Brahmdev report on lands of Scheduled Tribes, that we are discussing here, is an eye-opener. Large scale atrocities are committed on them but there is no remedy. How will these people progress? This matter should also be taken seriously and there should be a provision to punish the guilty.

I would like to dwell briefly on certain other points so that they are included in the proceedings and considered subsequently. The first point is that the structure of this department should be changed. No Minister in charge of this department so far has probably thought that there is something worth doing in this department. I can say on the basis of my experience that a Minister of Welfare department visiting a district will not be received by the District Magistrate whereas a Minister of Home Department will be received by 50 officers and 50 vehicles. There is no use in

continuing this department unless powers are vested in it.

There are many intriguing factors. Discussion on atrocities has many times taken place here. You have to control on it. According to your department, maximum compensation is given to Harijans subjected to atrocities. Its figures are very queer. Kindly see the compensation paid to others. a compensation of Rs. 10,000 is paid to the next of kin of a Scheduled Caste or Scheduled Tribe person murdered. An air crash victim is paid a compensation of Rs. 3 lakh and that of train accident Rs. 2 lakh and a riots victim is paid compensation at will. It varies from Rs. one lakh to Rs. five lakh depending upon your power of paying compensation but if an SC or ST person is murdered or becomes physically invalid or loses his limb etc. he is paid only Rs. 10,000. On permanent disability, he is paid a compensation of Rs. 2,000. Rs. 5,000 is paid to a Harijan women raped and murdered. This is the situation. On destruction of immovable property, Rs. 1,000 is paid as compensation.

Some two years back, a point of view was advanced that the department dealing with injustice and atrocities committed on SCs and STs should be shifted and it was shifted from the Home Minister to the Welfare Ministry. You can well understand the position of this department if you see the crime figures registered therein. There will hardly be a case of any guilty person being punished.

The Scheduled Castes and Scheduled Tribes Commissioner had time and again mentioned in his report that the most of the suits filed were either compounded or were asked to withdraw. No report contains the figures relating to convicts who were awarded punishment as a result of the cases filed in the court.

The reason is that the Police Department or the Prosecution Department is not placed under the Department of Welfare and the question of placing judiciary under it, does not arise at all. Therefore, the Department dealing with the cases of atrocities had to be placed under the Ministry of Home Affairs again and the procedure of taking action was started there. I do not know whether any action has been started or not.

The hon. Minister of Welfare is looking after the work related to Urdu also. But this is not his subject to deal with. Why Urdu has been associated with the Ministry of Welfare? It should have been placed under the Ministry of Home Affairs. The funds allocated for the Scheduled Castes and Scheduled Tribes development are being spent for the development of Urdu.

The hon. Minister mentioned in his reply that he had set up three corporations. One of the Corporations has been set up for the Welfare of the people belonging to Scheduled Castes, the another deals with the welfare of backward classes people and the third one is for the welfare of minorities. The setting up of Minorities Commission was announced by the hon. Prime Minister from the ramparts of the Red Fort. The Scheduled Corporation was provided Rs. 50 crore as its initial funds whereas the population of Scheduled Castes is 15 per cent of the total population, the Backward Classes Corporation was started with Rs. 200 crore and their population is 27 per cent. Similarly, the Minorities Corporation was given Rs. 500 crore in the beginning, but they are 10 per cent of the population. Is it justified? This issue should be considered seriously. How your Department is concerned with the minorities? This should come under the Ministry of Home Affairs. Hindi, the official

language is dealt by other Ministry. Similarly, Urdu should also be placed under any other Ministry. All these things need to be observed seriously and certain steps should be taken for providing aid. He is a young Minister. He must accomplish some good work. This will enhance his reputation. You should bring some radical changes in this Department and improve the working. I have mentioned about stipend for the students. This should be raised and the ceiling of the income of their parents/guardians should also be raised.

As per the 1971 census the percentage of reservation should go up. The Government of Uttar Pradesh has raised it from 18 to 23 per cent. The Government of Tamil Nadu is raising it to 69 per cent. Shri Laloo Prasad Yadav has assured to raise it to 80 per cent in Bihar. The percentage of quota for the Scheduled Castes and Scheduled Tribes was 15 per cent and 7½ per cent respectively and it has not been increased since then. Now you should reschedule it as per the present population of the Scheduled Castes and Scheduled Tribes and the percentage should be raised to 17 per cent and 8 per cent for the Scheduled Castes and Scheduled Tribes respectively.

As I have pointed out that reservation in promotion should also be provided. A Constitution Amendment Bill should be introduced and passed unanimously to provide reservation in promotion also. 50 per cent promotional posts should be filled up by direct recruitment because reservation quota has not been filled in any of the categories. Therefore, since the reservation quota has not be filled up in feeder cadres, how candidates will be available for promotion to upper cadre? Therefore, in order to fulfil quota in the lowest cadre, instead of providing 62.5 per cent quota in promotional posts, 50

[Shri Ram Singh]

per cent quota should be reserved for promotional posts and the remaining 50 per cent quota should be reserved for direct recruitment. Thus the quota of reservation will be fulfilled and the Government should set right the provision of reservation in the two grades as mentioned above.

There is one more thing. In all the Institutions, the service departments are being handed over on contracts basis and the very concept of reservation in Government services is coming to an end. Today, the Sanitary Services, Canteen Services different services in Railways are being given on contract. If this trend continues and all the services are awarded on contract, how can the quota in jobs will be filled? In order to ensure the fulfilment of quota maximum people should be given maximum opportunities of jobs in Government services.

One thing is very strange here. the grades of staff and officers in all the institutions under the Department of Social Welfare differ from their counter parts in other institutions. For instance, a primary school teacher in the Welfare Department gets less salary than any primary school teacher gets elsewhere. The same is the case with the peons and cooks in Welfare Department. The grades of staff and officers of all the voluntary organisations which are getting Government grants are lower than their counter parts in other organisations.

These are the issues I intended to put forth before the august House. I am sure that while replying to this the hon. Minister will explain the points related to these issues and try to find out the solutions to the problems which are likely to effect people, immediately.

SHRI ANADI CHARAN DAS

(Jajpur): Mr. Deputy Speaker, Sir, Scheduled Castes and Scheduled Tribes Commissioners' report for the years 1986-87 and 1987 to 1989 and the Scheduled Castes and Scheduled Tribes Commission's report for the year 1982-83, 1983-84, 1984-85 and 1985-86 have been presented before the House by the Government. As I have got an opportunity to speak over it. I would like to say few things before the House. I think nobody should have any objection, if I say something.

Taking the present condition of the depressed class and the tribals into consideration, we are worried as to when they would be brought into mainstream. Crores of rupees are being spent for their welfare for so many years. They have been getting stipend since we got Independence. I will produce figures in this regard later on. But I would like to point out that there has been no progress in conditions of the Harijans and tribal people as yet.

[English]

MR. DEPUTY SPEAKER: Shri Das, you can continue it later.

Now, the House stands adjourned to meet tomorrow, the 24th August 1994, at 11 a.m.

18.00 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Wednesday,  
August 23, 1994/Bhadra 1, 1916  
(Saka)*