

**LOK SABHA DEBATES**  
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**SECOND SESSION**



**ELEVENTH LOK SABHA**

**LOK SABHA SECRETARIAT**

**NEW DELHI**

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(Eleventh Series, Vol. III Second Session 1996/1918 (Saka))  
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## LOK SABHA DEBATES

### LOK SABHA

Tuesday, July 16, 1996/Asadha 25,  
1918 (Saka)

(The Lok Sabha met at  
Eleven of the Clock)

(MR. SPEAKER in the Chair)

[Translation]

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad): Hon'ble Mr. Speaker, Sir, I would like to inform you about this matter. A question... (Interruptions)

MR. SPEAKER: Please tell me after the question hour

SHRI RAMASHRAYA PRASAD SINGH: I want your protection. Just now what I have seen, while coming to Parliament, the police stopped me for 15 minutes on the plea that hon'ble Prime Minister is coming. What is the benefit of the privilege we have got? This privilege should be stopped. If we have given privileges then why we are being stopped like animal? ... (Interruptions)

[English]

MR. SPEAKER: I have got your letter. I will go through that. Now question No.81

[Translation]

SHRI RAMASHRAYA PRASAD SINGH: This practice is adopted with every Prime Minister, so you must see it. Who will see it? ... (Interruptions)

### ORAL ANSWERS TO QUESTIONS

[English]

#### Afforestation

\*81. SHRI R.L.P. VERMA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

• (a) the targets fixed for afforestation in the country during the Eighth Five Year Plan and the targets achieved out of them, State and Union Territory-wise.

(b) the reasons for not achieving the targets, if any

(c) the steps taken to achieve the targets in the remaining Plan period;

(d) whether the afforestation efforts suffered a reversal in the Plan period, so far and

(e) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD): (a) to (e). A statement is laid on the Table of the House.

#### STATEMENT

Annual targets are fixed for afforestation and tree planting activities under the 20-Point Programme for each of the States/Union Territories. The annual targets and achievements for the period 1992-93 to 1995-96 are given in Annexure-I. The targets for 1996-97 are given in Annexure-II.

The average level of achievement in the Eighth Plan Period so far has been approximately 85%. The inadequate availability of funds has been a major constraint, inspite of efforts to increase the total allocation for afforestation tree plantation.

### ANNEXURE-I

Statewise/Yearwise Targets and Achievements for Afforestation/Tree Planting Activities under 20 Point Programme during 1992-93, 1993-94, 1994-95 and 1995-96

Area in Hectares Seedlings in Lakhs

S. No	Name of State/UT	1992-93				1993-94			
		Target		Achievement		Target		Achievement	
		Seedlings Distribution (For planting on pvt lands)	Area (Public Lands including forest lands)	Seedlings Distribution (For planting on pvt lands)	Area (Public Lands including forest lands)	Seedlings Distribution (For planting on pvt lands)	Area (Public Lands including forest lands)	Seedlings Distribution (For planting on pvt lands)	Area (Public Lands including forest lands)
		3	4	5	6	7	8	9	10
1	Andhra Pradesh	1850.00	63450.00	1102.63	47453.00	1950.00	70000.00	917.19	34530.00
2	Arunachal Pradesh	5.00	7200.00	5.00	7200.00	5.00	7500.00	5.00	7500.00
3	Assam	25.00	25000.00	11.80	22486.00	30.00	27500.00	20.76	18144.00
4	Bihar	600.00	48000.00	180.00	20357.00	750.00	50000.00	190.03	45855.39



1	2	3	4	5	6	7	8	9	10
5.	Goa	25.00	1500.00	27.23	1722.00	30.00	1800.00	33.46	1854.00
6.	Gujarat	2500.00	70000.00	2281.46	64847.00	1500.00	68000.00	1631.76	73711.66
7.	Haryana	300.00	37050.00	300.00	34826.00	300.00	37500.00	231.81	33823.00
8.	Himachal Pradesh	90.00	32500.00	88.59	31280.00	75.00	35000.00	33.19	32395.00
9.	Jammu & Kashmir	50.00	20000.00	64.83	17010.85	60.00	20000.00	42.01	15928.20
10.	Karnataka	555.00	38500.00	374.38	36479.97	450.00	42500.00	274.19	46429.36
11.	Kerala	160.00	25000.00	173.79	17342.70	300.00	15000.00	136.61	3127.69
12.	Madhya Pradesh	600.00	11000.00	600.12	121394.19	400.00	125000.00	439.00	125187.19
13.	Maharashtra	1150.00	16300.00	824.97	153621.38	1200.00	180000.00	1141.25	100062.17
14.	Manipur	25.00	9000.00	22.46	8600.00	30.00	9500.00	22.00	6928.00
15.	Meghalaya	125.00	18000.00	26.58	5148.00	125.00	19000.00	54.88	11604.00
16.	Mizoram	10.00	12000.00	5.86	14000.00	10.00	14000.00	16.31	16750.00
17.	Nagaland	110.00	5850.00	20.10	4700.00	120.00	7500.00	54.30	2799.00
18.	Orissa	500.00	60000.00	425.42	74134.85	550.00	75000.00	390.04	70819.00
19.	Punjab	70.00	17000.00	85.90	19360.00	80.00	18000.00	51.78	17800.00
20.	Rajasthan	350.00	65000.00	405.13	66729.00	400.00	65000.00	453.34	67238.00
21.	Sikkim	15.00	8000.00	9.50	8665.38	18.00	8500.00	10.85	8484.82
22.	Tamil Nadu	875.00	65000.00	1037.36	113553.10	1000.00	114000.00	1124.32	86016.51
23.	Tripura	50.00	16000.00	37.05	15253.00	50.00	17700.00	28.14	8603.54
24.	Uttar Pradesh	3390.00	90000.00	3468.29	100139.26	3200.00	85000.00	2929.00	83723.24
25.	West Bengal	1000.00	50000.00	802.00	50000.00	800.00	45000.00	800.00	35200.00
26.	A & N Islands	5.00	3200.00	5.33	3200.00	5.00	3300.00	5.00	3488.67
27.	Chandigarh	0.00	400.00	0.28	430.20	0.00	500.00	0.05	8.00
28.	D & N Haveli	10.00	1000.00	7.90	518.00	12.00	1100.00	12.02	894.60
29.	Daman & Diu	1.00	100.00	1.14	83.34	1.00	150.00	0.94	62.00
		1.00	150.00	1.03	47.00	1.10	165.00	1.94	76.00
30.	Delhi	50.00	2000.00	41.60	1512.70	50.00	2000.00	43.51	1740.40
31.	Lakshadweep	3.00	50.00	3.36	50.00	4.00	50.00	4.27	54.20
32.	Pondicherry	1.00	200.00	10.81	128.00	4.00	200.00	0.60	126.53
	Total	14500.00	1064000.00	12450.87	1062225.52	13509.00	1165300.00	11097.61	963888.17

## ANNEXURE-I Contd.

Statewise/Yearwise Targets and Achievements for Afforestation/Tree Planting Activities under 20 Point Programme during 1992-93, 1993-94, 1994-95 and 1995-96

Area in Hectares Seedlings in Lakhs

S No.	Name of State/UT	1992-95				1993-96			
		Target		Achievement		Target		Achievement	
		Seedlings Distribution (For planting on pvt. lands)	Area (Public including forest lands)	Seedlings Distribution (For planting on pvt. lands)	Area (Public including forest lands)	Seedlings Distribution (For planting on pvt. lands)	Area (Public including forest lands)	Seedlings Distribution (For planting on pvt. lands)	Area (Public including forest lands)
1	2	11	12	13	14	15	16	17	18
1	Andhra Pradesh	1000.00	35000.00	418.69	44642.00	1100.00	45000.00	1063.00	65929.00
2	Arunachal Pradesh	8.00	8232.00	7.33	8341.00	7.00	9078.00	7.00	9078.00
3	Assam	25.00	25000.00	21.48	18941.00	27.50	27500.00		
4	Bihar	750.00	50000.00	32.39	5214.00	825.00	55000.00	13.86	2530.00

1	2	11	12	13	14	15	16	17	18
5	Goa	35.00	1900.00	20.86	1652.00	38.50	2090.00	25.72	1327.00
6	Gujarat	1500.00	54000.00	1566.72	69983.00	1650.00	59400.00	1707.65	67101.73
7	Haryana	250.00	27000.00	55.15	31430.00	250.00	29700.00	51.94	33438.00
8	Himachal Pradesh	20.00	35000.00	48.49	36500.00	22.00	26200.00	35.74	29976.00
9	Jammu & Kashmir	70.00	22000.00	33.14	7802.00	60.00	22000.00	57.71	19972.00
10	Karnataka	450.00	48000.00	559.74	58452.00	495.00	52800.00	310.88	65712.00
11	Kerala	300.00	16000.00	51.27	14360.00	330.00	17600.00	27.81	14820.18
12	Madhya Pradesh	450.00	135000.00	438.12	135000.00	495.00	148500.00	294.60	55362.36
13	Maharashtra	1000.00	121000.00	1339.30	136523.36	1100.00	133100.00	1017.96	121288.52
14	Manipur	30.00	10000.00	24.45	7415.00	33.00	11000.00	11.85	8941.00
15	Meghalaya	75.00	20000.00	17.10	7575.00	82.50	22000.00	4.00	2700.00
16	Mizoram	20.00	18000.00	23.25	14130.00	22.00	19800.00	9.92	6313.00
17	Nagaland	75.00	7500.00	53.80	1710.00	82.50	8250.00	74.70	4350.00
18	Orissa	300.00	72000.00	448.23	64687.00	330.00	79200.00	183.68	33626.52
19	Punjab	45.00	17000.00	34.81	13593.00	49.50	18700.00	48.81	9650.00
20	Rajasthan	300.00	79000.00	353.82	88437.00	330.00	86900.00	388.32	95280.00
21	Sikkim	20.00	9200.00	26.79	NR	22.00	10120.00	22.00	9586.00
22	Tamil Nadu	1000.00	75000.00	1007.30	92561.30	1100.00	82500.00	567.42	22515.00
23	Tripura	21.50	7728.00	25.98	7171.00	23.65	8500.00	21.72	12078.59
24	Uttar Pradesh	3500.00	9200.00	3015.00	72025.00	2000.00	101200.00	2160.86	82550.24
25	West Bengal	758.00	38000.00	1118.35	41285.00	833.80	41800.00	500.00	32000.00
26	A & N Islands	6.00	3700.00	5.00	3506.59	5.00	3300.00	5.30	4133.60
27	Chandigarh	0.00	450.00	NR	450.00	0.00	495.00	-	-
28	D & N Haveli	114.50	1000.00	14.39	788.50	15.95	1100.00	13.38	916.90
29	Daman & Diu	1.00	150.00	1.03	47.00	1.10	165.00	1.94	76.00
30	Delhi	55.00	2200.00	42.21	1688.00	15.00	500.00	20.95	838.00
31	Lakshadweep	4.10	60.00	4.30	61.00	4.51	66.00	4.54	66.00
32	Pondicherry	4.00	200.00	2.18	131.30	4.40	220.00	4.63	94.20
Total		12085.10	1031320.00	10810.65	984102.05	11354.91	1123784.00	8657.89	812249.84

\* = Tentative

## ANNEXURE-II

Targets for Afforestation/Tree Planting Activities under 20 Point Programme during 1996-97

Area in Hectares  
Seedlings in Lakhs

Final Targets for 1996-97			
S.No	Name of State/UT	Seedling Distribution (For Plantation on private lands)	Area (Public Lands including Forest Lands)
1	2	3	4
1.	Andhra Pradesh	1100.00	50000.00
2.	Arunachal Pradesh	6.00	9500.00
3.	Assam	25.00	27500.00

1	2	3	4
4.	Bihar	500.00	40000.00
5.	Goa	30.00	1800.00
6.	Gujarat	1908.00	65597.00
7.	Haryana	200.00	32000.00
8.	Himachal Pradesh	20.00	28000.00
9.	Jammu & Kashmir	60.00	24000.00
10.	Karnataka	400.00	65000.00
11.	Kerala	180.00	19000.00
12.	Madhya Pradesh	450.00	150000.00
13.	Maharashtra	1150.00	126000.00
14.	Manipur	25.00	12000.00
15.	Meghalaya	40.00	18000.00
16.	Mizoram	22.00	19800.00
17.	Nagaland	60.00	8000.00

1	2	3	4
18.	Orissa	300.00	79000.00
19.	Punjab	52.00	20000.00
20.	Rajasthan	380.00	76550.00
21.	Sikkim	22.00	11000.00
22.	Tamil Nadu	1100.00	85000.00
23.	Tripura	23 00	10000.00
24.	Uttar Pradesh	2200.00	110000.00
25.	West Bengal	825.00	440000.00
26.	A & N Islands	5.00	3300.00
27.	Chandigarh	0.10	500 00
28.	D & N Haveli	16 00	1000 00
29.	Daman & Diu	2 00	100.00
30.	Delhi	25 00	1000 00
31.	Lakshadweep	5 00	72 00
32.	Pondicherry	5 00	78.00
Total		11136 10	1137797 00

[Translation]

SHRI R.L.P. VERMA : Mr. Speaker, Sir, I had asked about the targets fixed for afforestation on national level in the Eighth Five Year Plan and the total expenditure incurred thereon. But he has not stated clearly the total provision made in the budget for this purpose. The reply given about the position of forests in the country during the Eighth Five Year Plan is incomplete. He has also not clearly stated the expenditure incurred on afforestation during the Eighth Five Year Plan. So far as achieving the target is concerned, there should be 33 percent of land under forest cover as per the target fixed in the National Forest Policy. But it is only 17 percent. If even after spending millions of rupees the targets are not achieved, then who is responsible for this? And what action has the Government taken so far in this regard? What is the reason for not bringing the land under forest cover as per the targets fixed? As per the figures available with me, almost the entire amount that was allocated each year has been spent. Despite this, today only 17 percent of land is under forest cover. And even this is being destroyed at a very fast pace. What the Government has to say for not achieving the target commensurate with the expenditure incurred?

CAPT JAI NARAYAN PRASAD NISHAD : MR. Speaker, Sir, so far as the target and achievement is concerned, I have said in my reply that the Eighth Five Year Plan target is 51449.01 lakh seedlings. Out of this we have achieved the target of 42817.025 lakh seedlings. Similarly, regarding the area, it has been said that the total area which was to be brought under forest cover is 4384404 hectares. In this case, our achievement is 3822465.58 hectares. In this way we

have achieved 85 percent of our target. Due to lack of funds, this remaining 15 percent target could not be achieved.

SHRI RAJIV PRATAP RUDY : The question has not been properly answered.

MR. SPEAKER : Please listen.

CAPT JAI NARAYAN PRASAD NISHAD : The country's total area under forest cover is 33 percent. This total area as per the survey comes to 77.001 million hectares.

Actual forest land is 64.01 million hectare. Out of it, 25 million hectare land is under open forest cover which has a density of 20 to 40 percent. As per the Forest Survey conducted in 1943, at the end of 1991 there had been a net increase of 22 million hectare in forest area. So far as the expenditure incurred during the Eighth Five Year Plan is concerned, during 1992-93 (Interruptions)

MR. SPEAKER : It is alright, Vermaji, please ask second Supplementary.

SHRI R.L.P. VERMA : My question has not been replied to, Sir, forest is an important issue. Rs 2500 crores have been spent during Seventh Five Year Plan period but the target fixed for afforestation has not been achieved. All these officers of the Department of Forest and forest guards are engaged in deforestation. Today, the condition of the forests in the country is very pitiable and it is quite possible that the forest would be visible in zoos only and nowhere else on the earth.

[English]

MR. SPEAKER : Please ask your question, Vermaji.

[Translation]

SHRI R.L.P. VERMA : Mr. Speaker, Sir, deforestation is going on a very large scale. 8.87 million hectare land was to be put under forest cover during the Seventh Five Year Plan but that target has not been achieved. 12 main wild life Zones and wild life sanctuaries were to be developed but the hon. Minister does not present any report in this regard. During the Eighth Five Year Plan, an amount of Rs. 675 crores was to be spent for this purpose but we cannot see forest anywhere, though the amount is being pumped out on large scale. In fact, afforestation is not taking place anywhere.

Therefore, I would like to ask the hon. Minister whether any Commission would be constituted to enquire into the matter or the task would be handed over to C.B.I.? The fact is that every time the area forest cover is deforested and then the Department of Forests plans for afforestation but nobody goes to see whether the afforestation has actually taken place or not? The entire fund is being spent on the paper only and the forest is nowhere to be seen.

[English]

MR. SPEAKER : Please ask your question now. It cannot be like this.

[Translation]

SHRI R.L.P. VERMA : Therefore, I would like to know from the hon'ble Minister whether the Government propose to constitute a Committee comprising of the concerned MPs and MLAs representing the forest area with a view to know the yearwise expenditure incurred on afforestation during the Eighth Five Year Plan, the area put under forest cover and whether the plants have actually been planted on land or these are on the papers only? Whether the hon'ble Minister would like to give the factual position in this regard?

CAPT JAI NARAYAN PRASAD NISHAD : Mr. Speaker, Sir, this is not a matter of deforestation, it is related to afforestation. Where there are forests and where afforestation is done by State Government. (Interruptions) State Governments monitor it. Besides, our Ministry also keeps an eye on the position in two ways. First, we get reports from State Governments about the number of seedlings planted in Blocks and the villages. These reports are placed in the Lok Sabha Library. Secondly, we get the same investigated by an independent agency. I am also telling about that investigation. (Interruptions)

SHRI RAJENDRA AGNIHOTRI : Would you please tell the name of the agency through which it is being investigated?

[English]

MR. SPEAKER : No. This is Question Hour. You cannot do like this.

[Translation]

CAPT JAI NARAYAN PRASAD NISHAD : I am telling the investigation was done in 1991-92 on national level by Anne Hill University, Shillong and you want to know about Bihar. (Interruptions)

SHRI RAJIV PRATAP RUDY : Mr. Speaker, Sir, a scam of Rs. 200 crore has been committed in Bihar. The Government should give details about that.

[English]

MR. SPEAKER : Please allow the Minister to answer.

[Translation]

He is answering. Please listen to him. You are not listening to him.

CAPT JAI NARAYAN PRASAD NISHAD : The investigation has been done in case of Mehsana which is in Ahmedabad. (Interruptions) It was done by Koraput Tree Land Development Service, Bangalore.

(Interruptions) Shri C.M. Sethi is a retired Officer. (Interruptions) Please listen to me. (Interruptions)

SHRI RAJIV PRATAP RUDY : A scandal involving Rs. 200 crores has been committed in Bihar. (Interruptions)

[English]

MR. SPEAKER : I have not permitted him. This is Question Hour.

(Interruptions)

MR. SPEAKER : Please allow the Minister to answer.

(Interruptions)

MR. SPEAKER : You can give a short answer.

(Interruptions)

[Translation]

CAPT JAI NARAYAN PRASAD NISHAD : You are asking about the investigation conducted in Bihar. (Interruptions) The investigation has been conducted through I.I.P.O. (Interruptions) The investigation has been done through independent agency. (Interruptions)

[English]

DR. K.P. RAMALINGAM : Mr. Speaker, Sir, our country is exporting sandalwood to other parts of the world. At present, there is a ban on seedling of sandalwood plantation on private 'patta' land. Will the hon. Minister announce if there is any scheme with the Central Government or is there any proposal to instruct the State Government to remove the ban? Then only can we increase the afforestation of sandalwood.

SHRI ANIL BASU : This does not come under afforestation.

That is included in horticulture. (Interruptions)

[Translation]

CAPT JAI NARAYAN PRASAD NISHAD : Mr. Speaker, Sir, Central Government has nothing to do with the decision to be taken about the selection of plants. It depends upon the State Governments. (Interruptions)

[English]

MR. SPEAKER : Please sit down. As many hon. Members are interested to know about this subject, we will have Half-an-Hour discussion.

### Shortage of Rail Wagons

'82 SHRI DHIRENDRA AGARWAL : With the Minister of RAILWAYS be pleased to state

(a) the extent of shortage of rail wagons in the country at present.

(b) whether the demand for wagons is likely to increase in the near future; and

(c) the steps proposed to be taken to meet the shortage of wagons?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Judged in the context of the Railway's freight target, the wagon availability has been adequate to meet the proportionate loading target in the current financial year. However, in relation to the total demand in the country for rail transport, there are pockets of unsatisfied demand in some areas.

(b) Yes, Sir.

(c) The measures proposed include increasing procurement of wagons, improving productivity of rolling stock, encouraging users to procure wagons under Own Your Wagon Scheme, etc.

[Translation]

SHRI DHIRENDRA AGARWAL : Mr. Speaker, Sir, I would like to state that the reply given by hon. Minister is unsatisfactory. If there is no shortage of wagons, then why is there is a month long waiting list for booking of railway wagons in every station? Why are the consumable items transported in open wagons resulting in a loss of crores of rupees every year. Why does not the Railways provide water proof wagons to cement and chemical factories to avoid the loss of crores of rupees. My first question is that indent for the wagons are not being accepted from the large scale units in several stations. Wagons are not being given to small and cottage industries for piecemeal loading. What are the reasons therefor?

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, so far as the Rail Wagons are concerned, there are different seasons. The requirements are not the same in every season. The present season is the rainy season during which the requirements are generally lesser. The requirement would go up after the month of October. Many indents are then received at the booking point but the demand falls during the rainy season. The requirement differs year to year. We have two sectors. One is the core sector under which coal, steel, cement, petroleum, foodgrains, fertilizers and minerals are covered and the other sector comprises of tea, wood textiles etc. Besides there are salt and public food grains also. It is a fact that the demand for 72268 wagons is lying pending with us presently out of these 30000 wagons are required for salt. With regard to the public foodgrains, a demand of 14000 wagons is lying pending out of which 7000 wagons are required exclusively for salt. Just as I told hon. Member that a demand of 72268 wagons is there and we are supplying 44000 wagons. This is not a very big demand. This demand can be fulfilled in two days. We are supplying the wagons to the core sector and general sector as per their requirement.

SHRI DHIRENDRA AGARWAL : Mr. Speaker, Sir, I would like to know from the hon. Minister as to whether

due to the shortage of rail wagons, the track materials are not being transported because of which work pertaining to track renewal is lagging behind. For example, concrete sleepers are lying in many factories for which 90 per cent payment has already been made by the Railway in advance. However more than a year has passed but those sleepers have not been lifted from there. I want to know the reasons therefor. Railways' money is involved but even then Railways is not taking the delivery of those sleepers and is planning to give tenders to new factories. Why is such a thing being done? The old sleepers factories which are the ancillaries factories of Railways are utilising only 75 per cent of their capacity. They are being asked to utilise this much of their capacity only, whereas they are in a position to utilise cent percent capacity. However, the Railways desires to set up new units by adopting open tender system, whereas the track renewal of hundreds of kilometers can be completed with the help of the sleepers lying in the old units. What is the Minister of Railways going to do about those sleepers?

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, hon. Minister has mentioned a particular place and if he gives it in writing, it will be looked into.

[English]

SHRI V.M. SUDHEERAN : Sir, I am not satisfied with the reply given by the hon. Railway Minister.

Sir, Kerala is totally neglected as far as supply of coaches and wagons are concerned. The people, especially of the industrial sector are experiencing much difficulties. So, I would like to request the hon. Minister to take immediate steps to meet the requirements of the people of Kerala in regard to the supply of coaches and wagons... (Interruptions)

SHRI RAJIV PRATAP RUDY : Sir, I have requested for a supplementary on a policy statement ... (Interruptions)

[Translation]

SHRI BANWARI LAL PUROHIT : I would like to ask hon. Minister a question. I do not want to go into the profitability or loss aspect of the Railway Budget. All the states give priority to small scale industries. In 5-7 years the complete policy... (Interruptions)

[English]

MR. SPEAKER : Shri Sudheeran, you have only made a request. It has been noted down.... (Interruptions)

SHRI V.M. SUDHEERAN : Sir, I would like to request the hon. Minister to meet the requirements of coaches and wagons in the State of Kerala.

MR. SPEAKER: Now, Mr. Minister, you pay some attention to Kerala.

SHRI RAM VILAS PASWAN : Yes Sir, I will pay attention to this problem.

[Translation]

SHRI BANWARI LAL PUROHIT You will have to take a policy decision. If rack is given within 24 hours, it is loaded immediately. The big units and industries load the racks immediately however small units and industries load one wagon in four days. Their individual booking has been stopped and they do not get the bookings. Small scale units have been wiped out because of competition and they are incurring losses. Railway is giving all the facilities to large scale units. A policy decision is required to be taken in this regard. Would you seriously consider it and take a decision? This is an important issue as the small scale industries are losing ground. They need to be made viable. They are being beaten in the competition because of Railways.

MR SPEAKER Do not drag your question.

SHRI BANWARI LAL PUROHIT Mr Speaker Sir, my question is important. It is very difficult to obtain one way indent for individual wagon and they do not get any wagon for four months at times.

SHRI RAM VILAS PASWAN Mr Speaker Sir, this question is regarding the supply of wagons. There is no shortage of wagons. I would like to inform Hon'ble Members that we had set a target of one lakh wagons. It is true that there has been a decline in the production and purchase of wagons during last few years. I have got all the figures in this regard. If Hon'ble Member wishes to know, I can give him the figures. In 1992 provision was made for 27500 wagons but only 26129 wagons were purchased. Similarly 19649 wagons were purchased against the provision for 22500 wagons in 1993-94. In 1994-95 the target was for 12000 wagons but only 10575 wagons were purchased. Similarly a provision of 19950 wagons was made in 1995-96. There was a target of one lakh wagons in Eighth Five Year Plan. In view of the target, we have decided to purchase 25 thousand wagons this year. I believe that we will be able to meet the target and there will be no shortage of wagons.

[English]

SHRI PRAMOD MAHAJAN As far as the small scale sector is concerned, the wagons are not available to them. (Interruptions)

[Translation]

SHRI RAM VILAS PASWAN A Committee was constituted in this regard in Maharashtra Assembly under the Chairmanship of Shri Rahman Khan in the month of March. Its terms was for six months. This Committee had made recommendations in this regard which were laid in this House on 12th March. Its report was received in the Ministry on 15th March. We are examining it in detail.

[English]

SHRI SONTOSH MOHAN DEV The Planning Commission had also recommended to the Finance

Ministry to give additional wagons. (Interruptions) Are you getting them?

[Translation]

SHRI RAJIV PRATAP RUDY Mr Speaker, Sir, I want to ask a question of policy matter from Hon'ble Minister. The question is that it has been indicated in the Annual Report that in 1980-81 the number of wagons in the country was four lakh nine hundred forty six, however in ten years time i.e. in 1994-95, the number of wagons came down to 2,91,360. I want to ask Hon'ble Minister as to whether more than one lakh wagons have derailed or their number has been reduced during the past decade.

These wagons were being used for freight. What is Hon'ble Minister's reply to that?

SHRI RAM VILAS PASWAN Mr Speaker, Sir, what the Hon'ble Member has stated is not the correct position. The correct figure is 463037 wagons. I think that Hon'ble Member has probably stated that there were four wheeler wagons earlier and now there are eight wheeler wagons and their proportion is 2.5. From this point of view, the number of wagons stated by him is not correct.

[English]

MR SPEAKER Please put a short and pointed question.

SHRI PR DASMUNSI Sir, you were the Labour Minister in the previous Government, so you may be aware of this fact. The Minister has just now replied that there is no shortage of wagons. He has also said that priority is being given to special sectors like cement, food, steel, etc.

I would like to bring it to your knowledge that the biggest Public Sector Jute Unit in India, called NJMC, has been suffering for the last two months due to shortage of wagons. As a result of this 25,000 workers are getting delayed wages. The Chairman of the NJMC has sent repeated requests to the Railway Board, yet the wagons have not been released so far. I am giving you a point-blank example because yesterday I had been to my constituency. I found that 25,000 workers were not getting their wages in time, only because the wagons had not been released. With the result, the finished goods could not be loaded. The Chairman of NJMC is not less than an IAS Officer. He had shown me the correspondence that was exchanged between the Railway Board and NJMC. Will the hon. Minister immediately take an appropriate step in this regard?

[Translation]

SHRI RAM VILAS PASWAN Mr Speaker, Sir, I will look into the issue raised by Hon'ble Member. As I stated earlier, the wagons have not been procured in required proportion during last three years. Hence, I would like to inform hon. Member that as per our information, the wagons are made available keeping in view different seasons.

[English]

MR SPEAKER : I know Shri Giri's hand is higher because right from the morning he has been raising his hand

SHRI SUDHIR GIRI : Mr Speaker, Sir, the Minister has said that to meet the increasing demand wagons have to be procured. I would like to know from the Hon. Minister whether such procurement would be made from the domestic market or from abroad. The former Railway Minister, Shri Jaffer Sharief, had said that the Railways had procured wagons from abroad to meet the demand of the country. In future the demand of wagons would increase. The hon. Minister has pointed out that wagons have to be procured. May I know from the hon. Minister whether such wagons will be procured from domestic market or from abroad?

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, he had made a detailed recommendation in this regard. When an open tender was floated, bottlenecks were created as a result thereof. However, I would like to inform Hon. Members that so far as the procurement of wagons from abroad is concerned, we won't procure the wagons from abroad. Competition would be there in the country itself for all procurements. (Interruptions)

[English]

SHRI V.V. RAGHAVAN : In his reply the hon. Minister has stated that priority is being given to special sectors like food, etc. It is our experience in Kerala that when we procure rice and other essential commodities from far away States, for want of wagons they keep on lying there itself and we have to pay huge demurrage charges. As a result of this the prices shoot up. Discrimination is being shown towards the State of Kerala. The officials influence the sanctioning authority not to release wagons required for loading rice and other essential commodities to Kerala. So the prices of these essential commodities are going up. I would request the hon. Minister to kindly instruct the officials to give priority in sanctioning wagons for loading rice and other essential commodities to Kerala.

SHRI RAM VILAS PASWAN : There is no question of giving priority

[Translation]

Whenever we receive any complaints in this regard, we take action immediately. As I have told the Hon. Members that the production of wagons has declined during last four years. We have been able to procure only 74303 wagons against the target of 81000 wagons and we intend to procure 25000 wagons this year to meet the shortage and thus, I think that all the complaints will be resolved them.

SHRI RATILAL KALIDAS VERMA : Mr Speaker, Sir, Gujarat leads in salt production. Large quantity of salt

gets accumulated there and since the wagons are not given in time, it causes a lot of problems to the traders of Gujarat. The number of wagons required by the people of Gujarat for carrying salt in the coming season should be allotted to them. Secondly there are coal based electrically generators in Gujarat. At times electricity generation is affected in the absence of coal. I would like to know from Hon'ble Minister as to whether he would provide the required number of wagons to Gujarat for transportation of coal and salt?

SHRI RAM VILAS PASWAN : I have already stated that out of the total wagons, 7000 are meant exclusively for Gujarat and we would definitely pay attention to it.

[English]

MR. SPEAKER : It seems today is the day for Railways. The next question is also on Railways

[Translation]

#### Conversion of Narrow Gauge Line into Broad Gauge

\*83. SHRI GANGA RAM KOLI : Will the Minister of RAILWAYS be pleased to state :

(a) the details of narrow gauge lines proposed to be converted into broad-gauge in Rajasthan during the current financial year;

(b) whether there is any proposal to convert Mathura-Badi-Dholpur rail line into broad gauge; and

(c) if so, the details thereof?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No narrow gauge lines are under conversion in Rajasthan. However, the metre gauge lines which will be converted in Rajasthan during the current financial year are Mehsana-Ajmer, Viramgam-Mehsana and Marwar-Jodhpur.

(b) and (c) There is no line from Mathura to Dholpur via Badi. Perhaps the Member is referring to Dholpur-Sazmathura narrow gauge line. A survey for conversion of this line is in progress. Further consideration would be possible once the survey report becomes available.

[Translation]

SHRI GANGA RAM KOLI : Will the Minister of Railways be pleased to state the details of narrow gauge lines proposed to be converted into broad gauge in Rajasthan during the current financial year. Mathura is mentioned herein which is a misprint. It is Sarmathura. Whether there is any proposal to convert Sarmathura-Badi-Dholpur rail line into broad gauge?

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, Hon'ble Members would be pleased to know that

Rajasthan is not lagging behind in the matter of gauge conversion, rather it is far ahead.

SHRI GANGA RAM KOLI: Is it leading because all the lines are metre gauge lines?

SHRI RAM VILAS PASWAN: The question you have asked, he has stated correctly that there is broad gauge line from Mathura to Dholpur. *(Interruptions)*

*[English]*

MR SPEAKER: The Minister has not completed his reply.

*[Translation]*

SHRI RAM VILAS PASWAN: You have asked about Dholpur-Sarmathura line. According to the data in respect of Rajasthan as on 1.4.92, 4506 Kms rail line is metre gauge and 84 Kms is narrow gauge. Upto 1995-96 gauge conversion of 1310 Kms has been carried out and the gauge conversion of 521 Kms is in progress and we have added another 1682 Kms in Action. The actual action plan of Defence is 576 Kms under the Defence Account in Ninth Plan. So all of this totals up to 4089 Kms under all the heads in action plan and there is a total of 5506 Kms rail line in that area. If you deduct 4089 Kms only 417 Kms are left and I think that this achievement is quite satisfactory and during last five years out of the total expenditure incurred on gauge conversion in the entire country, 34% was spent in Rajasthan, hence the situation is quite satisfactory. *(Interruptions)*

SHRI GANGA RAM KOLI: This reply is not satisfactory. I have submitted that at least ten lakh people travel daily on Dholpur-Sarmathura line which is a narrow gauge line. I would like to know about the time by which you are going to complete the conversion work. This position is not new, it is ages old. In fact, nothing has been done so far in Rajasthan.

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, I have stated the actual position. Now, I would like to request Hon'ble Member to wait for the budget. *(Interruptions)*

DR GIRIJA VYAS: Sir, I would like to submit that there is no broad gauge line in South Rajasthan. The gauge conversion has been carried out in a part of Rajasthan whereas Udaipur has been left out. Sir, 85 percent tourists visit Udaipur. This area meets the requirement of 85 percent zinc and 90 percent rock phosphate. There are Silver and Gold mines in the area and it is very important from tourism point of view. In spite of this, the area has not been touched at all. I would like to ask the Hon'ble Minister as to when the work is likely to be started on the phase one for which foundation was laid in Udaipur by Hon'ble Kalmadiji?

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, I want your guidance because Rail budget is to be presented at 12 and question is being asked regarding a rail line. *(Interruptions)*

*[English]*

SHRI N. K. PREMCHANDRAN: Sir, I would like to know from the hon. Minister, firstly, whether there is any proposal to convert the Quilon-Sherkottah metre-gauge line into broad-gauge; secondly, whether a proposal to stop goods traffic on the Quilon-Sherkottah line is under consideration, and if so, why?

MR SPEAKER: The Minister cannot say anything now about a particular line because the Budget is going to be presented at 12 O'clock. Ask questions on policy matters and nothing else.

SHRI SAT MAHAJAN: Sir, through you I would like to draw the attention of the hon. Railway Minister that it was a declared common policy that there will be a uni-gauge in the whole country. I want to know whether that policy had been abandoned and if not, what steps have been taken to convert Kangra-Pathankot-Joginder Nagar and Kaika-Shimla lines from narrow-gauge to broad-gauge? About 33 per cent had been allotted for Rajasthan and not even a penny had been spent for Himachal Pradesh.

*[Translation]*

SHRI RAM VILAS PASWAN: I can only say that the policy of the present Government is to concentrate on the neglected areas of the country and as far as is possible, we try to do the best even by relaxing the normal rules.

The hon'ble Member know that survey is conducted before laying a new rail line. After that a proposal is sent to the Planning Commission and then to the Board. After getting approval of the Board, it is sent to the Cabinet Committee and at last to CCA. Passing through such a long process, it is given final shape. But the policy of our Government is that it is paying special attention to the North-East, desert areas, Jammu and Kashmir, Himachal Pradesh, Madhya Pradesh and other backward areas. *(Interruptions)*

*[English]*

SHRI SAT MAHAJAN: His answer has nothing to do with conversion. I am talking about conversion only and not new lines.

*[Translation]*

SHRI LALMUNI CHAUBEY: My question relates not only to any State but to the whole country. I would like to know as to why the time of arrival of trains is different whereas the distance and fare are the same. Whether the Government will ponder over this anomaly and revise their fares accordingly?

SHRI RAM VILAS PASWAN: Mr. Speaker, Sir, equal distance, equal fare and same time may be possible if the hon'ble Member starts cooperating us. *(Interruptions)*



SHRI LALMUNI CHAUBEY Basically my question pertains to fares....(Interruptions) Is it possible that along with the equal distance and equal fare, the arrival time may also be the same...(Interruptions)

SHRI GIRDHARI LAL BHARGAVA : When hon'ble Suresh Kalmadi was the Minister of Railways, he assumed that to lay railway track from Bandikui to Agra Fort was very necessary because it is causing a loss of at least Rs 20 lakh a day, not a month. He laid the foundation of this track but after that no progress has been made in this regard. I would like to ask the hon'ble Minister that by when the laying of railway track from Bandikui to Agra Fort is likely to be completed. Tenders have been issued twice for that but they were cancelled both times. I would like to know clearly from you that by when the track is likely to be completed? Besides this, as Bahaji has just now raised the matter of Udaipur railway track, the inauguration of laying of which has also been done. The Chair of the Minister of Railways cannot change, only persons sitting in it may change. I would like to know from the hon'ble Minister of Railways that by when these two projects are likely to be completed?

SHRI RAM VILAS PASWAN Mr Speaker, Sir, I can only say that now railway budget will be presented in the House before you and you will be given opportunity to discuss on it. If there is no mention about a particular time, I will give information to the hon'ble Members about that line while giving reply to the discussion on railway budget.

DR. RAM LAKHAN SINGH Mr. Speaker, Sir, I would like to know from the hon'ble Minister whether he will get the incomplete railways lines of Madhya Pradesh completed soon, construction of which has come to standstill? Whether any provision will be made for them in the railway budget which is going to be presented in the House today?

SHRI RAM VILAS PASWAN Government intends to convert all metre-gauge tracks into broad-gauge and we will try to convert them into broad-gauge by Ninth Plan. There are about 7000 kilometre such tracks which are required to be converted. If even after that some tracks are left they will be converted in the beginning of the Tenth Plan.

We have to see as to whether all the metre-gauge or narrow-gauge tracks can be converted or not. Out of them, which ever tracks are necessary to be converted we will convert them under a time bound programme.

#### Area under Foodgrains

\*84.

JUSTICE GUMAN MAL LODHA  
PROF. PREM SINGH CHANDUMAJRA

Will the Minister of AGRICULTURE be pleased to state

(a) the total area of land under cultivation of wheat, paddy, oilseeds, pulses and other coarse foodgrains

including vegetables and fruits in the country during 1993-94, 1994-95 and 1995-96:

(b) whether the farmers in several States have shown interest in producing other crops instead of wheat and paddy:

(c) if so, the reasons therefor; and

(d) the steps proposed to be taken by the Government to encourage the farmers to produce wheat and paddy?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) to (d) A statement is laid on the Table of the House.

#### STATEMENT

(a) Area under cultivation of wheat, paddy, oilseeds, pulses, coarse cereals, fruits and vegetables during 1993-94, 1994-95 and 1995-96 is as follows :-

#### Area under Cultivation

Crops	(Million hectares)		
	1993-94	1994-95	1995-96 (Likely)
Wheat	25.15	25.64	25.18
Paddy	42.54	42.24	42.42
Oilseeds	26.90	25.26	26.24
Pulses	22.25	23.17	23.46
Coarse Cereals	32.81	32.50	31.74
Vegetables*	4.27	-	-
Fruits*	2.94	-	-

\* Estimates for 1994-95 and 1995-96 are not yet available

(b) and (c) The farmers have shown interest in diversifying their cropping system to raise their income. This diversification has, however, not been against rice and wheat but other low yielding crops like coarse cereals.

(d) in order to increase the production of wheat and paddy, two centrally sponsored schemes viz., (i) Integrated Cereals Development Programme in Rice Based Cropping System Areas (ICDP-Rice) and; (ii) Integrated Cereals Development Programme in Wheat Based Cropping System Areas (ICDP-Wheat) are being implemented besides ensuring remunerative prices and helping the farmers in increasing production and productivity of these crops.

JUSTICE GUMAN MAL LODHA Hon'ble Speaker, Sir, this question is of the national importance. Though at present, the production of wheat, paddy, millet and barley is decreasing gradually, farmers are inclined to produce cash crops. As a result of that country is facing short supply of wheat, rice, millet and barley. On the

other hand, cultivators and consumers are also facing problems. The main reason for this is that remunerative price are not fixed and due consideration is not given to the cost of land and the labour of members of the families of cultivators involved therein while fixing procurement price thereof. I would like to know from the hon'ble Minister whether at that time of fixing procurement price, the cost of land and labour involved therein will be taken into account and cultivators will be given remunerative prices so that they produce paddy and seeds

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, it is true that there is a diversion of crops. A farmer will produce the crop which gives him more profit. Today, the taste of the people is changing. People all over the world are preferring rice instead of coarse foodgrains. Farmers can earn more by producing oilseeds or cotton crop. That is why, they are diverting towards these crops.

As far as the price policy is concerned, we will see as to how the Agriculture Prices Commission ponders over those points which the hon'ble Members have raised

JUSTICE GUMAN MAL LODHA : Mr. Speaker, Sir, the irrigation system of our country is the costliest in the world. Therefore, I would also like to know from the hon'ble Minister as to whether the Government will make arrangements to give special subsidy for introducing Israel's sprinkling and drip irrigation system in India so that it can be useful for our cultivator and he can produce more by spending less?

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, irrigation is not under my jurisdiction. Whatever, you want to ask in this regard, I will convey it to the concerned Minister. I can say this only.

SHRI NITISH KUMAR : Sprinkling and drip irrigation system cannot be applied in producing paddy and wheat

PROF PREM SINGH CHANDUMAJRA : Mr. Speaker, Sir, the hon'ble Minister is of the view that the main reason for farmers' diversion towards cash crops is to increase income but I think it is not correct. It has happened due to their compulsion. Sugarcane crop is being burnt and farmers are not being paid the prices for their crops. An amount of Rs. 20 crore of the farmers of Punjab is outstanding against mill owners. The main reason behind it is increase in the prices of inputs like fertilisers, diesel and electricity. He said that when a scheme was formulated for I.C.D.P. rice and I.C.D.P. wheat then they sent proposals for remunerative prices but he has not stated about the action taken by the Government in this regard. Therefore, I would like to know whether the Government is ready to give them remunerative price according to the index? My second question is whether the Government is ready to introduce crop insurance to compensate the loss incurred by the farmers due to natural calamities. Third question is

MR. SPEAKER : No, do not ask third question. First, let him give reply to your earlier questions

PROF PREM SINGH CHANDUMAJRA : Mr. Speaker, Sir, my third question also relates to my earlier questions. Lifting of paddy and rice, particularly in Punjab and Haryana has not been done and farmers have not been paid the support Price as per the announcement made for this. Farmers have been paid Rs. 20 less than the announced price per quintal during the last year and this year as well due to which crores of rupees of farmers are due against the Government. I would like to know as to whether the Government is ready to pay to the farmers their balance amount?

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, through you, I would like to tell the hon'ble Member that the work from sowing to reaping of crops comes under the jurisdiction of the Ministry of Agriculture. When sugarcane is harvested then it comes under the jurisdiction of State Government and when it is in the stage of crushing to sugar preparation stage then it comes under the Ministry of food. Therefore, if the hon'ble Member wants to ask any question relating to the stage from sowing to harvesting of the sugarcane, I will give reply. Since, the question asked by the hon'ble Member does not pertain to my Ministry, I will transfer it to the concerned Ministry. (Interruptions)

SHRI NAMDEO DIWATHE : Mr. Speaker, Sir, I would like to ask the hon. Minister whether the Government would fix the support price by adding the production cost to the price of paddy and wheat and fix the support price accordingly?

[English]

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, I could not follow his question.

MR. SPEAKER : Please repeat your question

[Translation]

SHRI NAMDEO DIWATHE : Whether the farmers will be provided the price of their products based on production cost? (Interruptions)

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, criteria for the cost of production will have to be fixed because in the backward areas, the cost of production is more, whereas in advanced areas, it is comparatively less. (Interruptions)

SHRI NAMDEO DIWATHE : Sir, will the hon. Minister encourage the farmers by providing them the price based on the cost of production? (Interruptions)

SHRI CHATURANAN MISHRA : Mr. Speaker, Sir, as I have said, the cost varies from place to place. The cost of production will be less at the place where the productivity is more. It varies from place to place. Therefore, uniformity in this respect cannot be maintained. (Interruptions)

[English]

MR. SPEAKER : Please listen to the reply given by the hon. Minister. How can you get the reply if you go on speaking like this? ...[Interruptions]

[Translation]

SHRI GANGA CHARAN RAJPUT : Mr Speaker, Sir, I through you, would like to state that the criteria fixed for giving compensation to the farmers for the damage suffered by them due to natural calamities like flood, drought or other reasons are very old. The Government gives compensation between Rs. 1500-2500 to farmers, as per old norms despite losses worth lakhs of rupees suffered by them. Whether the Government proposes to increase the amount of compensation and if not, the reasons therefor? In cities the Traders are paid compensation ranging from Rs. 5-10 lakhs for the damage suffered by them but the farmers are paid the compensations on old norms.

[English]

SHRI CHATURANAN MISHRA : Mr Speaker, Sir, this question is related to crop insurance. Time should be given for that. Only then I can explain it. I think in the coming discussion I will take up this matter ...[Interruptions]

## WRITTEN ANSWERS TO QUESTIONS

[Translation]

### Introduction of New Trains

\*85. SHRI DATTA MEGHE : Will the Minister of RAILWAYS be pleased to state

(a) the routes on which new trains are proposed to be introduced during the current year, and

(b) the details in this regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) : These form part of the budget proposals.

Railways zone	91-92 Kms	92-93 Kms	93-94 Kms	94-95 Kms	95-96 Kms
Central	-	-	42	-	28
Eastern	-	-	-	-	-
Northern	-	446	436	452	21
North Eastern	21	68	220	129	208
Northeast Frontier	-	-	181	43	115
Southern	-	405	263	270	92
South Central	114	227	332	530	294
South Eastern	-	35	82	23	-
Western	-	170	63	358	-
<b>Total</b>	<b>135</b>	<b>1351</b>	<b>1619</b>	<b>1805</b>	<b>758</b>

[English]

### Length of Metre Gauge Line

\*86. SHRI K P SINGH DEO  
SHRI AMAR PAL SINGH

Will the Minister of RAILWAYS be pleased to state

(a) length of metre gauge lines which existed in India five years back, Zone-wise

(b) progress made during these five years in conversion of the metre gauge lines to broad gauge, Zone-wise, and

(c) the time by which the aim of having only one standard broad gauge line throughout the country is expected to be fulfilled to enable the speedier movement of passenger and goods traffic?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The length of metre gauge lines on Indian Railways five years back (as on 31.3.1991), Zone-wise was as under:

Zonal Railway	Metre gauge route Kms. as on 31.3.91
Central	-
Eastern	-
Northern	3 033
North Eastern	4 092
Northeast Frontier	2 998
Southern	4 333
South Central	3 572
South Eastern	-
Western	5 391
<b>Total</b>	<b>23 419</b>

(b) The progress made in conversion of MG/NG lines into BG since 01.4.91 upto 31.03.96 zone-wise is as under:

(c) It is not proposed to convert all MG/NG lines. The project unigauge aims at selective conversion of those MG/NG lines which will provide alternative routes, generate additional capacity and would serve the developmental needs of areas having the potential and lines required on operational/strategic considerations.

So far the Ministry of Railways have identified 14500 kms of MG/NG lines for conversion of which 5533 kms have already been converted. About 6800 kms (including 5533 already converted) are expected to be completed in the 8th Plan and remaining lines will be taken up during the 9th Plan period.

[Translation]

#### Accidents at Unmanned Level Crossings

\*87 SHRI PANKAJ CHOWDHARY  
PROF AJIT KUMAR MEHTA

Will the Minister of RAILWAYS pleased to state .

(a) the number of accidents which occurred at the unmanned level crossings in the country since the beginning of 1996 and the number of persons killed and injured therein, Zone-wise.

(b) the number of unmanned level crossings identified to be more accident prone, Zone-wise.

(c) whether any programme has been drawn by the Government to man these unmanned level crossings in a phased-manner so as to provide a safety system to avoid accidents; and

(d) if so, the details thereof and the achievements made so far?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) (a) the required information for the period 1.1.96 to 30.6.96 is as under .

Railway	No of Accidents	No of Persons	
		Killed	Injured
Central	2	1	6
Eastern	-	-	-
Northern	9	18	18
North Eastern	3	27	6
Northeast Frontier	2	21	27
Southern	6	42	18
South Central	8	13	33
South Eastern	1	-	4
Western	5	4	3
	36	126	115

(b) No level crossing has been identified as more accident prone as no level crossing at which accident

has taken place during the period from 1.1.96 to 30.6.96 has figured in the accidents during the preceding 5 years.

(c) and (d). While the manning of unmanned level crossings is taken up at the request of State Government at their cost, the Railways have decided that depending upon the availability of resources, identified vulnerable level crossings will be manned by the Railways themselves. The Railways also decided that no existing manned level crossing shall be de-manned.

[English]

#### Visits by National Human Rights Commission

\*88 SHRI HARIN PATHAK Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the National Human Rights Commission had visited various places in country recently

(b) if so, the details thereof.

(c) the total number and nature of petitions/Memoranda received by the Commission during these visits, State-wise

(d) the outcome of these visits, and

(e) the amounts spent on these visits?

THE MINISTER OF HOME AFFAIRS (SHRI INDRAJIT GUPTA) (a) and (b). Yes, Sir. During the last one year, the Commission has visited the following places during the periods mentioned against each

(i) Hyderabad	- from 21.8.95 to 25.8.95
(ii) Mumbai & Pune	- from 25.9.95 to 27.9.95
(iii) Ferozabad	- from 27.2.96 to 28.2.96
(iv) Simla	- from 2.6.96 to 4.6.96

(c) and (d) The Commission during these visits has received complaints of human rights violation from various individuals and agencies. These complaints are processed alongwith other complaints received directly in the Commission and no separate record is kept of the complaints received during visits. During these visits, the Commission has examined many cases of human rights violations on spot met State Government officials, representatives of medical and legal professions, NGOs and human rights activists. This has resulted in recommendations to the concerned authorities such as, taking action against guilty officials, taking remedial measures, where necessary, and payment of compensation to victims. In many cases, the Commission has recommended action against guilty officials in appropriate courts of law.

(e) An amount of Rs. 89,396.00 has been spent by the National Human Rights Commission on the visits mentioned in parts (a) and (b) above.

[Translation]

### Atrocities on Women

\*89 DR. RAMKRISHAN KUSMARIA :  
KUMARI UMA BHARATI :

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether atrocities on women in the country have increased during the last three years.

(b) if so, the number of cases registered and the action taken thereon. State-wise:

(c) whether the Government propose to set up special women courts for speedy disposal of the cases of atrocities on women:

(d) if so, the details thereof:

(e) the time by when such courts are likely to be set up, and

(f) if not, the reasons therefor?

THE MINISTER OF HOME AFFAIRS (SHRI INDRAJIT GUPTA) : (a) to (b). Statements I, II, III, IV based on available information are enclosed. The Statements I, II & III contain information about the incidence of crimes committed against women while the Statement IV relates to the action taken.

(c) to (f). The administration of justice in the District/ Subordinate Courts comes under the purview of the State Governments High Courts. It is for the concerned State Governments High Courts to set up such courts according to their requirements.

### STATEMENT-I

*Incidence of Crimes committed against Women during 1993 (State & UT-wise)*

S No	State/UT	Rape	Kidnapping & Abduction	Dowry Deaths	Cruelty by Husband & his Relatives	Molestation	Eve Teasing	Total
1	2	3	4	5	6	7	8	9
<b>STATES</b>								
1.	Andhra Pradesh	827	530	575	2053	1899	2451	8335
2.	Arunachal Pradesh	29	7	0	3	20	0	59
3.	Assam	508	604	19	209	146	5	1491
4.	Bihar	775	273	338	356	145	9	1896
5.	Goa	13	18	2	16	27	17	93
6.	Gujarat	266	515	114	1428	850	258	3431
7.	Haryana	189	180	166	293	276	536	1640
8.	Himachal Pradesh	87	185	18	160	257	22	729
9.	Jammu & Kashmir	136	356	20	3	185	207	907
10.	Karnataka	220	276	266	1153	930	157	3002
11.	Kerala	168	145	10	381	468	19	1191
12.	Madhya Pradesh	2486	904	370	1500	5572	546	11378
13.	Maharashtra	1107	903	746	6746	2996	1415	13913
14.	Manipur	5	71	0	1	30	0	107
15.	Meghalaya	21	2	0	1	19	0	43
16.	Mizoram	32	2	0	0	44	0	78
17.	Nagaland	0	1	0	0	0	0	1
18.	Orissa	372	274	254	201	910	120	2131
19.	Punjab	87	108	147	41	15	2	400
20.	Rajasthan	390	2303	369	1984	1587	27	7160
21.	Sikkim	4	6	0	0	18	0	28
22.	Tamil Nadu	96	330	79	254	680	942	2471
23.	Tripura	69	51	5	41	100	0	266

1	2	3	4	5	6	7	8	9
24.	Uttar Pradesh	1754	2403	1952	2905	2416	2618	14048
25.	West Bengal	740	709	256	2187	1074	12	4978
Total (States)		10971	11156	5706	21916	20664	9363	79776
UNION TERRITORIES :								
26.	A & N Islands	3	4	0	14	27	9	57
27.	Chandigarh	4	27	3	11	14	23	82
28.	D & N Haveli	0	2	1	4	3	0	10
29.	Daman & Diu	1	1	0	3	1	0	6
30.	Delhi	255	641	107	113	259	2107	3482
31.	Lakshadweep	0	0	0	0	0	0	0
32.	Pondicherry	8	6	0	3	17	507	541
Total (UTs)		271	681	111	148	321	2646	4178
Total (All India)		11242	11837	5817	22064	20986	12009	83964

**STATEMENT-II**

*Incidence of crimes committed against Women during 1994 (State & UT-wise)*

S. No.	State/UT	Rape	Kidnaping & Abduction	Dowry Deaths	Torture (Cruelty by Husband & his Relatives)	Molestation	Eve-Teasing	Importing of Girls (Upto 21years)	Sati-prevention	I.T.P. act	Indecent representation of Woman (P) act	Total
1	2	3	4	5	6	7	8	9	10	11	12	13
<b>STATES :</b>												
1.	Andhra Pradesh	854	571	396	2295	2185	3710	6	0	264	38	10319
2.	Arunachal Pradesh	28	25	0	3	28	1	0	0	0	0	85
3.	Assam	441	600	13	293	184	13	1	0	0	0	1545
4.	Bihar	823	524	296	483	432	75	3	0	8	129	2773
5.	Goa	7	9	0	16	21	11	0	0	15	0	79
6.	Gujarat	290	620	105	1563	1017	97	34	1	3	45	3775
7.	Haryana	198	240	191	351	356	426	3	0	1	13	1779
8.	Himachal Pradesh	110	178	4	140	286	19	0	0	0	0	737
9.	Jammu & Kashmir	123	316	1	11	237	213	0	0	0	0	901
10.	Karnataka	279	320	170	1159	1159	94	0	0	2013	88	5282
11.	Kerala	193	105	9	550	579	3	0	0	54	16	1609
12.	Madhya Pradesh	2801	971	354	1815	6362	1158	23	0	4	21	13509
13.	Maharashtra	1275	912	519	7105	3007	541	41	0	163	5	13568
14.	Manipur	6	67	0	1	8	0	0	0	4	0	86
15.	Meghalaya	32	14	0	0	11	0	0	0	1	0	58
16.	Mizoram	37	8	0	1	32	0	0	0	0	0	78
17.	Nagaland	1	2	2	0	1	0	0	0	0	0	6
18.	Orissa	364	221	169	361	955	122	2	0	8	11	2213
19.	Punjab	108	112	117	87	60	8	21	1	1	5	520
20.	Rajasthan	1002	2276	298	2277	1505	49	28	0	26	1	7462
21.	Sikkim	8	4	0	0	31	0	0	0	0	0	43
22.	Tamil Nadu	265	441	83	247	935	1195	3	0	4825	17	8011
23.	Tripura	61	32	6	45	95	0	1	0	0	0	240
24.	Uttar Pradesh	2021	2860	1977	3943	2891	2216	0	0	6	0	15914
25.	West Bengal	743	773	85	3037	1295	17	0	0	34	0	5984
<b>Total (States)</b>		<b>12070</b>	<b>12201</b>	<b>4795</b>	<b>25783</b>	<b>23772</b>	<b>9968</b>	<b>166</b>	<b>2</b>	<b>7430</b>	<b>389</b>	<b>96576</b>

1	2	3	4	5	6	7	8	9	10	11	12	13
<b>UNION TERRITORIES :</b>												
26.	A & N Islands	4	4	1	3	18	5	0	0	0	0	35
27.	Chandigarh	9	41	3	14	17	40	0	0	0	0	124
28.	D & N Haveli	2	5	0	7	1	0	0	0	0	0	15
29.	Daman & Diu	0	0	0	0	0	0	0	0	0	0	0
30.	Delhi	261	741	132	136	291	116	1	0	102	0	1780
31.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0
32.	Pondicherry	5	6	4	3	18	367	0	0	15	0	418
<b>Total (UTs)</b>		<b>281</b>	<b>797</b>	<b>140</b>	<b>163</b>	<b>345</b>	<b>528</b>	<b>1</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>2372</b>
<b>Total (All India)</b>		<b>12351</b>	<b>12998</b>	<b>4935</b>	<b>25946</b>	<b>24117</b>	<b>104496</b>	<b>167</b>	<b>2</b>	<b>7547</b>	<b>389</b>	<b>98948</b>



## STATEMENT-III

*Incidence of Crimes committed against Women during 1995 (State & UT-wise)*

S. No	State/UT	Rape	Kidnapping & Abduction	Dowry Deaths	Cruelty by Husband & his Relatives	Molestation
1	2	3	4	5	6	7
<b>STATES :</b>						
1.	Andhra Pradesh	834	552	452	2365	2437
2.	Arunachal Pradesh	24	28	1	1	26
3.	Assam	217	297	5	100	62
4.	Bihar	351	203	103	178	196
5.	Goa	20	14	5	13	30
6.	Gujarat	248	651	61	1926	1042
7.	Haryana	256	310	191	391	430
8.	Himachal Pradesh	110	156	4	200	264
9.	Jammu & Kashmir	122	302	0	11	199
10.	Karnataka	262	319	273	1499	2348
11.	Kerala	244	106	446	681	826
12.	Madhya Pradesh	3023	1095	502	2060	6535
13.	Maharashtra	1332	960	502	8208	3478
14.	Manipur	10	58	0	0	29
15.	Meghalaya	14	14	0	0	14
16.	Mizoram	39	13	0	1	47
17.	Nagaland	12	1	0	0	1
18.	Orissa	470	273	140	346	1145
19.	Punjab	91	141	134	119	65
20.	Rajasthan	874	2218	262	2673	1648
21.	Sikkim	3	9	0	0	37
22.	Tamil Nadu	241	479	75	294	806
23.	Tripura	74	40	4	57	80
24.	Uttar Pradesh	1800	2480	1889	3227	2653
25.	West Bengal	787	807	95	3319	1314
Total (States)		11458	11526	4659	27669	24712
<b>UNION TERRITORIES :</b>						
26.	A & N Islands	5	4	0	2	13
27.	Chandigarh	5	27	1	17	8
28.	D & N Haveli	1	5	0	4	4
29.	Daman & Diu	1	0	0	0	0
30.	Delhi	335	859	148	101	520
31.	Lakshadweep	0	0	0	0	0
32.	Pondicherry	2	4	3	1	5
Total (UTs)		349	899	152	125	550
Total (All India)		11807	12425	4811	27794	25262

## STATEMENT-III

Incidence of Crimes committed against Women during 1995 (State &amp; UT-wise)

S. No.	State/UT	Eve Teasing	Importing of Girls (upto 21 Years)	Sati prevention	I.T.P. Act	Indecent Representation (Prohibition) Act	Total	Remarks (Figs. are Upto the Month of)
1	2	8	9	10	11	12	13	14
<b>STATES</b>								
1.	Andhra Pradesh	2813	64	0	243	50	9810	
2.	Arunachal Pradesh	1	0	0	0	0	81	
3.	Assam	6	0	0	0	0	687	May
4.	Bihar	6	4	0	1	0	1042	May
5.	Goa	6	0	0	59	0	147	
6.	Gujarat	45	21	1	3	8	4006	
7.	Haryana	405	10	0	0	0	1993	
8.	Himachal Pradesh	22	0	0	2	0	758	
9.	Jammu & Kashmir	155	1	0	0	22	812	
10.	Karnataka	196	6	0	1853	5	5761	
11.	Kerala	15	0	0	38	104	2031	
12.	Madhya Pradesh	1192	17	0	26	489	14883	
13.	Maharashtra	703	13	0	181	1	15378	
14.	Manipur	0	0	0	0	0	97	
15.	Meghalaya	0	0	0	0	0	42	November
16.	Mizoram	0	0	0	0	0	100	
17.	Nagaland	0	0	0	0	0	14	
18.	Orissa	106	0	0	16	8	2504	November
19.	Punjab	11	27	1	2	2	593	
20.	Rajasthan	52	3	0	10	0	7740	October
21.	Sikkim	0	0	0	0	0	49	
22.	Tamil Nadu	1773	4	0	141	5	7818	
23.	Tripura	0	0	0	0	0	255	
24.	Uttar Pradesh	3140	3	0	4	215	15411	
25.	West Bengal	26	12	0	24	0	6384	
Total (States)		10673	185	2	6603	909	98396	
<b>UNION TERRITORIES</b>								
26.	A & N Islands	0	0	0	0	0	24	
27.	Chandigarh	12	0	0	0	0	70	
28.	D & N Haveli	1	0	0	0	0	15	
29.	Daman & Diu	0	0	0	0	0	1	November
30.	Delhi	200	0	0	124	1	2288	
31.	Lakshadweep	0	0	0	0	0	0	
32.	Pondicherry	21	0	0	15	1	52	
Total (UTs)		234	0	0	139	2	2450	
Total (All India)		10907	185	2	6742	911	100846	

## STATEMENT-IV

*Incidence and persons arrested for rape, ITPA, Dowry Prohibition Act crime cases on atrocities against Women in the country during 1993 & 1994*

S. No.	Crime-Head	Year	No. of persons arrested during the year
1	2	3	4
1.	Rape	1993	16453
		1994	18880
2.	Kidnapping & Abduction of Women	1993	18896
		1994	17552
3.	ITPA	1993	15122
		1994	13864
4.	Dowry Prohibition Act	1993	6107
		1994	6611

Source: Crime in India data

*Disposal of Crime cases by Police during 1993 & 1994 in the Country*

S.No.	Crime-Head	Year	Total No of cases for investigation including cases	Investigation returned	Number of Cases in which Investigation was completed				No of cases/ pending investigation
					charge found false/ mistake of law	final report submitted	charge-sheet filed	total (6+7+8)	
1	Rape	1993	17179	51	962	741	10334	12037	5091
		1994	18299	31	983	822	11304	13109	5159
2	Kidnapping & Abduction of Women & Girls	1993	20840	125	3525	2398	8151	14074	6641
		1994	20716	34	3285	2362	7983	13630	7002
3	ITPA	1993	12895	0	11	132	12053	12196	699
		1994	10831	0	6	20	10084	10110	721
4	Dowry prohibition Act	1993	3671	48	328	229	1810	2367	1256
		1994	3965	41	303	226	2223	2752	1172

*Disposal of Crime cases by Courts in the Country during 1993 & 1994*

S.No.	Crime-Head	Year	Total No of cases for trial including pending cases	Compu-nded or withdrawn	No. of cases In which trials were completed			Pending trial
					Convicted	Acquired or Discharged	Total	
1	2	3	4	5	6	7	8	9
1	Rape	1993	38178	137	1907	4386	6293	31748
		1994	43252	150	2342	5355	7697	35405
2	Kidnapping & Abduction of Women & Girls	1993	37635	492	1559	3799	5358	31785
		1994	39831	404	1726	3805	5531	33896

1	2	3	4	5	6	7	8	9
3.	ITPA	1993	21114	10	11277	1188	12465	8639
		1994	18723	25	11029	1301	12330	6368
4.	Dowry Prohibition Act	1993	5713	223	341	647	988	4502
		1994	6725	212	461	973	1434	5079

[English]

**Import of Urea**

\*90. DR. LAXMINARAYAN PANDEY : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) the value and quantum of urea imported during 1995-96 alongwith the name of countries from which the same was imported.

(b) whether global tenders were invited prior to such imports.

(c) if not, the reasons therefor.

(d) whether urea was imported by the Government in excess of the requirement for 1995-96

(e) if so, the details thereof, and

(f) the manner in which excess quantity of imported urea is proposed to be utilised by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLAI) :

(a) Details are given in the enclosed statement

(b) and (c) : Most of the purchases of imported urea have been made on the basis of global tenders by the canalizing agencies. They have also resorted to purchases through limited tendering and spot purchases besides entering into long term arrangement, depending upon exigencies of demand, international availability and prices, security of supplies, etc. At their discretion, they have also made purchases through direct negotiations with suppliers.

(d) to (f) : The imports of urea during 1995-96 were made as per the assessed requirement

**STATEMENT**

(Qty In lakh metric Tonnes)

S. No	Country	1995-96	
		Quantity	C&F Value (Rs Crores)
1	2	3	4
1	Bangladesh	1.35	103.00
2	Bulgaria	0.73	54.64
3	CIS	12.79	976.82

1	2	3	4
4.	Croatia	1.07	80.89
5.	Germany	0.42	32.79
6.	Indonesia	1.36	102.82
7.	Kuwait	2.64	200.23
8.	Libya	3.70	267.18
9.	Qatar	2.37	172.76
10.	Romania	3.56	267.14
11.	S. Arabia	4.92	364.56
12.	UAE	2.43	179.58
13.	Pakistan	0.48	37.71

[Translation]

**Norms for New Rail Lines**

\*91. SHRIMATI SHEELA GAUTAM :  
SHRI RAMESHWAR PATIDAR :

Will the Minister of RAILWAYS be pleased to state.

(a) the norms prescribed by the Government for laying new railway lines;

(b) the names of the States where Government have started the work of laying new railway lines during the current year; and

(c) the details thereof?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The policy for construction of new lines being followed on the Railways is based on the recommendations of the National Transport Policy Committee, dated May 1980, which had laid down the following criteria for taking up construction of new lines.

1. Project oriented lines to serve new industries for tapping mineral and other resources.
2. Missing links for complete alternative routes to relieve congestion on existing saturated routes;
3. Lines required for strategic reasons; and
4. Lines for establishment of new growth centers or giving access to remote areas.

New line projects have been taken up based on the above criteria. In each case a preliminary engineering cum traffic survey is done, and after the

results of the survey establish the viability of the project or the project conforms to one of the above criteria, the report is forwarded to the Planning Commission for their consideration and after their approval is received, approval of the Expanded Board and CCEA is obtained for projects costing over Rs. 50 crs. and thereafter the work is taken up through the Railway budget. For works costing below Rs. 50 crs. only Planning Commission's approval is taken before including the works in the Railway Budget.

(b) and (c). The details would be available in the budget document which will be laid in the House later today.

#### Unreserved Coaches

\*92. DR. SATYANARAYAN JATIYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to attach more unreserved coaches with the trains for general passengers; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) Railways propose to run additional short distance stopping services mostly with unreserved Second Class coaches. Whenever the hauling capacity of train engine permits, additional unreserved coaches are proposed to be attached to long distance trains

[English]

#### Rights of Villagers on Forests

\*93. SHRI MANABENDRA SHAH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the villagers dwelling in and around wildlife sanctuaries particularly in Uttar Kashi and Dehradun districts of Uttar Pradesh are not allowed to use the land for grazing and collection of fodder, herbs etc.

(b) if so, the instructions issued by the Government in this regard; and

(c) the measures taken by the Government to keep a balance between the needs for environmental protection and the rights and privileges enjoyed by the local people for generations?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) According to the State Wildlife authorities controlled grazing by the livestock of local villagers is being allowed in the wildlife sanctuaries of the state, including in the Uttar Kashi and Dehradun districts. However, collection of herbs and other non-timber forest produce by outside villagers is not allowed.

(b) The rights of villagers in or over any land which forms part of a sanctuary is regulated under the provisions of the Wildlife (Protection) Act, 1972.

(c) During the process of declaration of sanctuaries if any rights are to be admitted then such areas are excluded from the sanctuary, or if they are to be acquired then compensation is provided to the right holders. Some rights are also allowed to continue if they are not inimical to wildlife interests. Besides, a Centrally sponsored scheme on ecodevelopment in and around national parks and sanctuaries is being operated, to reduce the pressures of the local people on such protected areas and provide them with alternative sources of biomass resources which they were extracting from the forests.

[Translation]

#### Regularisation of Daily Wage Workers

\*94. SHRI MAHESH KUMAR M. KANODIA  
SHRI SATYA DEO SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal is under consideration of the Government to regularise the services of daily wage workers in the Railways;

(b) the total number of daily wage workers in various departments under the Ministry and the date since when they are working; and

(c) the time by which a final decision is to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (c). It is presumed that the reference is to Casual Labour on Railways. The extant instruction on the Railways already provide for Casual Labour to be regularised i.e. absorbed against regular posts in their turn after screening according to seniority, based on the total number of days put in by them subject to availability of vacancies and suitability of the candidates

The regularisation of Casual Labour is a continuous process, the progress of regularisation being subject mainly to availability of vacancies in the regular Establishment

The total number of Casual Labour working in the Railways and the break-up in terms of length of service rendered by them is being collected and will be laid on the table of the Sabha.

#### Security Fund

\*95. SHRIMATI SUMITRA MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) the heads from which Railway provides funds for the security fund;

(b) whether any funds were provided to the Government of Madhya Pradesh during 1994-95 and 1995-96 under these heads; and

(c) if so, the amount thereof and the details thereof?

4 THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) No fund by the name of "Security Fund" exists on the Railways. However, funds for 'Security' are provided against minor head-100 under Demand No. 12-Miscellaneous Working Expenses. The sub-heads of account under this minor head are :-

- (i) 110-Railway Protection Force
- (ii) 120-Railway Protection Special Force.
- (iii) 130-Order Police
- (iv) 140-Miscellaneous Expenses.

(b) The allotment under these heads is made Railway-wise and not State-wise

(c) Does not arise

[English]

#### Appointments on Compassionate Ground

\*96. SHRI SOUMYA RANJAN Will the Minister of RAILWAYS be pleased to state

(a) whether a number of cases of appointment on compassionate ground are pending with the Railways for more than two years

(b) if so, the total number of such cases and the reasons therefor.

(c) the steps taken to provide employment to the dependent of the deceased railway employees and the time by which these cases are likely to be decided, and

(d) the number of such appointments made during the last two years?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (d) Delays in making compassionate appointments occur due to various reasons viz the wards being minor, legal cases pending in courts and non availability of suitable vacancies

The Zonal Railway Administrations have been instructed to make all out efforts to provide compassionate appointment to all eligible persons as early as possible within the guidelines laid down for the purpose

It is, however, difficult to fix any time limit for the appointment on compassionate grounds as the same depends upon several factors like availability of suitable vacancies, availability of eligible wards etc

The number of persons appointed on compassionate grounds during the last two years and the number of cases of compassionate appointment pending for more than two years is being collected and will be laid on the Table of the Sabha.

#### Late running of Trains

\*97. SHRI RAMCHANDRA VEERAPPA :

SHRI V.M SUDHEERAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware of the frequent late running of trains specially the long distance trains;

(b) if so, the main reasons for late running of trains in the normal circumstances; and

(c) the steps taken to monitor the running of trains on schedule?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) to (c) It has always been the endeavour of the Railways to run trains punctually. However, on certain occasions, trains get detained due to accidents, agitations/bandhs, alarm-chain-pulling, miscreant activities, fog/bad weather, equipment failures, etc and lose punctuality. The punctuality performance of Indian Railways has shown an improvement from 87.6% in 1994-95 to 89.2% in 1995-96

The Railways are however continuously making intensive efforts to maintain running of trains to their schedules. These efforts include:

- 1 Setting up of special cells to monitor punctuality at the Railway Board and Zonal Headquarters level and also nominating nodal officers to maintain the punctuality of trains and redress grievances of rail customers
- 2 On the Zonal Railways a punctuality meeting is held everyday by GM with the Head of Departments to identify eliminate causes leading to late running of trains. Similarly in the Divisions, A punctuality meeting is held by DRM with Branch Officers
- 3 Special punctuality drives are carried out periodically. During these drives running of trains is personally monitored by senior officers who travel on the locomotives of trains

#### Technology Mission on Dairy Development

\*98. SHRIMATI VASUNDHARA RAJE Will the Minister of ANIMAL HUSBANDRY AND DAIRYING be pleased to state

(a) the year of the introduction of Technology Mission on Dairy Development.

(b) the States where this Mission has since been introduced and

(c) the development made in the dairy sector since the introduction of technology Mission in those States?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (DR. RAGHUVANSH PRASAD SINGH) : (a) The Technology Mission on Dairy Development (TMDD) was launched by the Government of India in the year 1988.

(b) The Technology Mission on Dairy Development (TMDD) has been introduced in the following sixteen states .

Andhra Pradesh, Bihar, Goa, Gujarat, Haryana, Himachal Pradesh, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal and Pondicherry

(c) The progress made in the annual milk production in these States/Union Territory from 1987-88 to 1994-95 is as follows :

*Provisional Estimates of Milk Production*

State/UT	(Thousand tonnes)	
	87-88	94-95
1. Andhra Pradesh	2807	4221
2. Bihar	2648	3250
3. Goa	25	31
4. Gujarat	2997	3650
5. Haryana	2558	4062
6. Himachal Pradesh	478	655
7. Karnataka	2189	3003
8. Madhya Pradesh	4272	5160
9. Maharashtra	2657	4811
10. Orissa	423	585
11. Punjab	4365	6215
12. Rajasthan	3911	4850
13. Tamil Nadu	3109	3694
14. Uttar Pradesh	8595	11321
15. West Bengal	2664	3240
16. Pondicherry	26	31
Total	43724	58779

To enhance the overall productivity of the dairy sector and increase the returns to the farmers, the Mission identified 28 research programmes covering animal breeding, feeding and management, product and process technology etc. and assigned them to the National Research Institutes, Agricultural Universities and NDDB. Twenty projects have been completed and other are progressing satisfactorily.

[Translation]

**Barauni Fertilizer Plant**

\*99 SHRI SHATRUGHAN PRASAD SINGH, Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state .

(a) whether the condition of Barauni Fertilizer Plant has completely deteriorated;

(d) if so, the steps proposed to be taken by the Government for its reconstruction and revival; and

(c) the time by which these are to be implemented?

THE MINISTER STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) : (a) to (c). The capacity utilisation of the Barauni Unit of Hindustan Fertilizer Corporation Ltd. (HFC) has been low on account of frequent equipment breakdowns, design deficiencies, prolonged power cuts, ageing of the plant and constraints in the availability of raw materials and other inputs.

2. HFC as a company, including its Barauni unit, stands referred to the Board for Industrial & Financial Reconstruction (BIFR). The revival package for HFC, approved in principle by the Government in April 1995, inter-alia, envisaged the limited revamp of the Barauni unit. The funding arrangement for the fresh investment required for this package (Rs. 464.93 crore) could not be tied up. It has been decided to reformulate the revival package for HFC so as to make it acceptable to Financial Institutions. The final revival package would require the approval of BIFR, which is a quasi-judicial authority. In the meantime, the production in the Barauni unit is being sustained by extending budgetary support to HFC.

[English]

**Production of Fertilizers**

\*100 DR. G R SARODE Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether production of fertilizers has declined during the last three years.

(b) if so, the reasons therefor.

(c) the steps being taken by the Government to increase the production of fertilizers, and

(d) the details of the profit or loss incurred by each of the fertilizer unit during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) : (a) and (b) The production of fertilizer nutrients since 1992-93 is given below

(In Lakh Tonnes)

Year	Nitrogen	Phosphate
1992-93	74.30	23.06
1993-94	72.31	18.16
1994-95	79.45	24.93
1995-96	87.77	25.58

During 1992-93, as a result of decontrol, the prices of phosphatic fertilizers rose sharply, leading to a decline in the consumption and production of phosphatic

fertilizers. The overall production of nitrogen nutrient also registered a decline on account of a reduction in the contribution of nitrogen from complex phosphatic fertilizers. This trend was reversed in 1994-95.

(c) The strategy adopted to augment fertilizer production is as follows:

- (i) The domestic urea industry is supported through the retention price-cum-subsidy scheme.
- (ii) Assistance is provided to the fertilizer industry for securing linkages of feedstock, fuel and rail movement.
- (iii) Liquid petroleum products used as feedstock and fuel in fertilizer plants are supplied at concessional price.
- (iv) As a part of Government's liberalisation policy, no industrial licence is now required for setting up a fertilizer plant.
- (v) Investment in the fertilizer sector is encouraged, inter alia, through concessions on supplies of capital goods for the fertilizer industry in the form of import duty exemption and deemed export benefits, as well as

interest rate concession on long-term loans raised by fertilizer units

The Central public/cooperative sector fertilizer units have adopted the following strategy to increase fertilizer production :

- (i) Expansion/retrofitting/revamping of existing fertilizer plants;
- (ii) Overcoming the constraints in the availability of natural gas by getting up naphtha-based fertilizer plants and insulating dual fuel/feedstock facilities in the existing plants and projects under implementation;
- (iii) Setting up of joint venture projects in countries having abundant out cheap raw material resources

Budgetary support has also been provided to the sick fertilizer undertakings in the Central public sector to enable them to sustain their production

(d) The details of the profit/loss incurred by the fertilizer units in the central public/cooperative sector during the last three years are given in the enclosed statement

### STATEMENT

#### Profitability of Public & Cooperative Sector Undertakings

(Rs. in Crores)

Name of the Undertaking	Net Profit (+)/Net Loss (-)		
	1993-94	1994-95	1995-96 (Prov)
<b>PUBLIC SECTOR ENTERPRISES</b>			
<b>(A) Viable Units</b>			
1 NFL	389.11	121.93	124.55
2 FACT	12.41	78.71	76.76
3 RCF	-12.08	167.19	96.37
4 PPL	47.36	27.68	2.22
5 MFL	-58.49	7.53	21.07
6 PPCL	-15.52	-5.88	0.31
Total (A)	362.79	397.16	321.28
<b>(B) LOSS MAKING UNITS</b>			
1 FCI	-272.60	-336.13	-426.62
2 HFC	-366.73	-395.79	-466.52
3 PDIL	-12.93	-6.32	4.19
Total (B)	-652.26	-738.24	-888.95
Total (A+B)	-289.47	-341.08	-567.67
<b>COOPERATIVE SECTOR ENTERPRISES</b>			
1 IFFCO	123.88	211.61	132.82
2 WRIBHCO	111.86	197.39	201.95
Total (2)	235.74	409.00	334.77
<b>Grand Total</b>	<b>-53.73</b>	<b>67.92</b>	<b>-232.90</b>



[Translation]

### Pollution in Ganga

578. SHRI ANAND RATNA MAURYA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state .

(a) whether even after ten years of execution of the Ganga Action Plan and over 50 crores having already been spent, the Ganga river is still polluted badly in all the three States;

(b) if so, the reasons thereof;

(c) the details of the studies conducted by the Government in regard to the pollution level in Ganga at various places; and

(d) the steps taken or proposed to be taken by the Government to investigate the matter and to make the Ganga pollution free?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) and (b) With the completion of 243 schemes of the 261 scheme for pollution abatement

taken up under the Ganga Action Plan, the water quality of river Ganga has shown discernible improvement. However, full impact of the action Plan will be visible only on completion of all the schemes. Violations in terms of Bio Chemical Oxygen Demand (BOD) at Kanpur downstream continues as only half of Kanpur city was covered in GAP Phase-I. Occasionally, violations in the levels have also been reported from some other towns on account of interruptions in power supply to the sewage treatment plants and Other facilities created for pollution avatement.

(c) Regular water quality monitoring is carried out at selected locations in the stretches of river Ganga to assess the status of water quality. The data of BOD levels which is a measure of pollution at different monitoring locations is enclosed as statement

(d) Under Phase-II of the Ganga Action Plan, pollution abatement works have also been initiated on river Yamuna and Gomati two of the major tributaries of Ganga. Further, Government have also approved works of pollution abatement in 4 additional towns of U.P. and 7 towns of Bihar along with works which were left out in towns taken up under GAP Phase-I

### STATEMENT

Station Name	Distance in KM	Biochemical Oxygen Demand (mg l)									
		1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Rishikesh	0	1.67	2.83	3.43	1.78	1.53	1.08	1.22	1.32	2.03	1.5
Hardwar D'S	30	1.80	3.93	3.50	1.90	1.77	1.10	1.95	1.4	2.08	1.7
Garhmukteshwar	175	2.20	2.65	4.93	4.53	3.4	1.63	NA	1.6	2.45	2.4
Kannauj U'S	430	5.53	2.65	2.18	0.95	2.63	NA	2.06	2.3	2.68	2.4
Kannauj D'S	433	NA	5.13	5.63	1.05	3.03	3.00	2.74	2.47	3.04	3.2
Kanpur U'S	530	7.17	2.85	1.78	1.13	2.7	1.62	1.67	1.88	4.99	2.0
Kanpur D'S	548	8.57	9.65	13.40	3.50	3.45	65.80	25.00	24.46	8.52	5.5
Allahabad U'S	733	11.40	7.00	2.80	2.58	2.58	2.33	1.95	1.84	2.27	4.5
Allahabad D'S	743	15.50	8.18	3.08	2.33	2.03	1.65	1.93	1.88	3.57	3.2
Varanasi U'S	908	10.13	4.10	3.33	3.00	2.62	1.18	0.89	0.79	1.83	2.6
Varanasi D'S	916	10.60	4.75	4.28	3.95	5.94	1.89	1.31	0.95	2.87	1.4
Patna U'S	1188	1.95	1.93	1.98	0.35	0.30	1.37	1.16	1.23	1.6	1.5
Patna D'S	1198	2.20	2.05	2.15	0.40	0.33	0.85	1.55	1.50	1.55	1.4
Rajmahal	1508	1.80	1.63	1.95	0.20	0.30	1.04	0.57	0.7	1.88	1.7
Palta	2050	NA	1.00	1.28	1.00	0.93	0.83	0.95	0.88	2.53	2.1
Uluberria	2500	NA	1.05	1.05	0.93	0.97	0.84	0.97	0.85	3.18	2.8

Bod should be less than 3mg/litre

[English]

### Modernisation of Railway System

579. SHRI MANORANJAN BHAKTA : Will the Minister of RAILWAYS be pleased to state :

(a) the details of plans drawn up and being implemented to modernise the railway system; and

(b) the details of progress made during the last three years in respect of modernisation of the railway track, telecommunications etc.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Some of the noteworthy plans drawn up and implemented, and under implementation for modernising the Railway system in the VIII Plan period are as under :

The Computerised Passenger Reservation System, has been expanded to a large number of locations. During the VIII Plan, the total number of computerised reservation locations has increased from 65 as on 31.3.92 to 271 as on 31.3.96, thus, covering over 92% of the total reservation work load on Indian Railways. It is planned to bring about further improvement in the reservation services by introducing networking arrangements.

Computerisation has been introduced in other areas of railway working including accounting work, certain aspects of personnel management, inventory control, wagon census and interchange, reservation enquiry system etc.

High-powered Electric and Diesel Locomotives are being imported with transfer of technology for ultimate indigenisation of production. Main Line Electric Multiple Units and Diesel Multiple Units have been introduced on high density traffic routes for the convenience of suburban passengers.

A high speed coach capable of 160 kmph speed is under trial.

Latest design concrete sleepers, modern rail fastenings and head-hardened rails are being utilised to strengthen the track. Track maintenance is being increasingly mechanised.

Electrification of the high density traffic corridors is being continued.

For enhancing safety, Auxiliary Warning System, Route Relay interlocking, Solid State Interlocking, Track Circuiting are being extended over the system.

Modernisation of telecommunications include gradual switching over from analog systems to digital systems, which include digital microwave, optical fibre and digital telephone exchanges. Microprocessor based public address system informing passengers on platforms about the status of the train running is being provided at important stations. Railways are also

introducing universal train radio communication system between driver, guard and the nearest station to enable immediate response in case of emergencies/accidents.

### Bilaspur-Cochin Express

580. SHRI RAMESH CHENNITHALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether representations have been received to provide a pantry car in Bilaspur Cochin Express and to extend it upto Trivandrum; and

(b) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) As per extant policy, pantry cars are provided in order of priority on certain selected long distance Mail/ Express trains keeping in view the timings, stoppages, adequacy of catering services from static units enroute etc. subject to availability of pantry cars and maximum permissible load of the train. In the absence of pantry car on this train, the demands for catering services are met from stations enroute. The extension of 7057/7058 Bilaspur-Cochin Express upto Trivandrum has not been found feasible at present due to operational and resource constraints.

### Hindustan Fertilizer Corporation of India

581. SHRI SUNIL KHAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Hindustan Fertilizer Corporation of India (Durgapur) is in the list of BIFR;

(b) if so, the reasons therefor; and

(c) the amount of subsidy being given per quintal on the fertilizer by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA), (a) and (b). In accordance with the provisions of the Sick Industrial Companies (Special Provisions) Act, 1985, Hindustan Fertilizer Corporation Ltd (HFC), including its Durgapur unit stands referred to the Board for Industrial and Financial Reconstruction since April 1992.

(c) The weighted average of the subsidy paid on indigenous and imported urea during 1995-96 was Rs. 342.40 per quintal.

[Translation]

### Man-Eater Hyena

582. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether reports regarding killing of children by man-eater hyena from a few districts

including Pratapgarh and Allahabad have been received:

- (b) if so, the details thereof; and
- (c) the action being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD): (a) and (b). The State Wildlife Authorities of Uttar Pradesh have informed that a pack of wolves was responsible for the killing of 21 children in the Pratapgarh, Jaunpur and Sultanpur Districts between March 17 and July 6, 1996.

(c) The State Wildlife Authorities launched an intensive operation in the affected areas together with the officials of the police department and district administration and succeeded in eliminating the pack of 4 wolves which suspected to have been causing the depredations.

[English]

#### Construction of Fly Overbridges

583. SHRI D. VENUGOPAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether in Tamil Nadu in Pachaikupam and Vaniyambadi near Ambur town, there are level crossings;

(b) if so, the time by which these level crossings are likely to be converted into the bridges; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) and (c). The system of replacing busy level crossings by road over/under bridges is that the State Governments propose the works giving priorities. The Railways then examine the cases and include such of them in the Works Programme for which various pre-requisite formalities have been completed by the State Governments. The Railways while including the works in the Works Programme, also take into account the quantum of existing sanctioned works for that particular State and the pace at which these works are being executed by the State Govt

[Translation]

#### Introduction of Train Service

584. SHRI D.P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce train service between Muradabad, Gajraula and Sambhal,

(b) if so, whether any survey has been conducted in this regard, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). There is no such proposal at present.

(c) Operational exigencies and resource constraints.

[English]

#### Trains in North Bengal

585. SHRI JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that the number of trains running in the North-Bengal region is too meagre to meet the demand of the people;

(b) if so, whether the Government have any proposal to increase the number of trains from North Bengal to different directions, and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b). The train services in North Bengal region are by and large adequate to meet the passenger traffic demands. However there have been some demands to increase the train services from this area.

(b) There is no such proposal at present

(c) Does not arise.

#### Irrigation Projects of Maharashtra

587. SHRI RAM NAIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government are aware that as a result of the Forest (Conservation) Act, 1980, the number of irrigation projects especially from Konkan and Vidarbha regions in Maharashtra have been delayed.

(b) if so, the details thereof; and

(c) whether in view of the prolonged delays the Government propose to keep the irrigation projects out of the purview of the Forest (Conservation) Act, 1980?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) As on 30th June, 1996, 8 irrigation projects from Maharashtra are pending with the Ministry under Forest (Conservation) Act, 1980. Out of 8 irrigation projects, 4 projects are pending from Vidarbha region of Maharashtra and none from Konkan

(b) The statement showing the details of the projects is enclosed

(c) On receipt of complete details, proposals are processed expeditiously for decision under Forest (Conservation) Act, 1980. However, there is no such proposal to keep the irrigation projects out of the purview of the Forest (Conservation) Act, 1980.

## STATEMENT

S.No.	Name of the proposal	Area	Present Status
1.	Goki Medium Irrigation Project, Yavatmal district.	386.645 ha	Under process
2.	Jambulkheda M.I.T Project, Gadchiroli district	44.20 ha	Under process
3.	Hattigota Medium Irrigation Project, Chandrapur distt.	664.40 ha.	Under process.
4.	Construction of Cultara-II Percolation Tank, Dhule distt.	7.00 ha.	Under process.
5.	Construction of Urmilanal-II Percolation Tank, Dhule district.	6.00 ha.	Under process.
6.	Construction of Bagda-I Percolation Tank Dhule distt.	6.67 ha.	Under process
7.	Construction of Percolation Tank at Umarti, Jalgaon district	14.30 ha	Under process
8.	Construction of Rammoohanpur New Minor Irrigation Tank Gadchiroli district	29.83 ha	Under process.

## Train Accidents

[Translation]

588. SHRI SANAT KUMAR MANDAL . Will the Minister of RAILWAYS be pleased to state .

(a) whether a series of train accidents have occurred recently due to malfunctioning and negligence of the staff,

(b) if so, whether there is any proposal to instal safety device called automatic warning system on tracks as well as locomotives to avoid such happenings, and

(c) if so, the financial implications of the installation of the safety device on the main line tracks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) . (a) No, Sir The number of accidents on Indian Railways has come down progressively over the years

(b) There is a proposal to provide AWS to prevent accidents due to drivers passing signal at danger. Efforts are being made to develop a suitable anti-pilferage device to avoid theft of these equipments

(c) As soon as a suitable anti-pilferage device available, financial implications of the system will be worked out and Railways will be advised to undertake the work

## Schemes for Horticulture/Fishery

589 PROF RASA SINGH RAWAT . Will the Minister of AGRICULTURE be pleased to state .

(a) the schemes implemented in regard to horticulture, fruit trees, fisheries etc. in Rajasthan during last three years.

(b) the amount provided by th Government for these schemes, separately, during the said period.

(c) whether new techniques have been developed in these fields by the National Agriculture Research Council or any other such research institutes, and

(d) if so, the steps taken to extend the information to the concerned people and to encourage them?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) and (b) Statement-I is enclosed

(c) The important new techniques development in horticulture/fisheries through research are given in statement-II

(d) The new techniques developed through research are being extended to farmers through the implementation of development programmes, demonstrations on farmers fields, training of farmers, group discussions, audio-visual aids and publicity material.

**STATEMENT-I**

Statement indicating schemes of Horticulture and Fisheries development under implementation in Rajasthan and the amount provided during the last three years.

(Rs. in lakhs)

Name of Scheme	Amount released		
	1993-94	1994-95	1995-96
<b>I. HORTICULTURE</b>			
1. Development of Tropical, Arid & Temperate Fruits	47.66	76.64	35.00
2. Development of Spices	23.06	47.70	77.92
3. Development of Vegetables	10.38	6.54	8.77
4. Commercial Floriculture	2.00	2.00	23.00
5. Development of Mushroom	23.00	2.00	-
6. Development of Root & Tuber Crops	0.80	0.80	8.70
7. Development of Medicinal & Aromatic Plants	-	-	0.75
8. Use of Plastics in Agriculture	30.19	70.44	-
9. Development of Betelvine	-	-	1.63
<b>II. FISHERIES</b>			
(i) Fresh water Aquaculture	15.00	18.00	15.00
(ii) Inland Fisheries Statistics	3.09	4.50	4.50
(iii) Welfare of Fishermen	-	-	2.00
(iv) Inland Fish Marketing	20.00	30.00	14.00
(v) Fisheries Training & Extension	-	-	0.50

**STATEMENT-II**

Improved new techniques developed through research in horticulture/fishery in relation to Rajasthan

**I. HORTICULTURE**

- (i) Improved varieties of Ber namely, Gola, Seb and Mundia were identified and widely popularized, similarly, in Pomegranate improved varieties (Jalor Seedless and Ganesh) have been identified.
- (ii) Propagation techniques of Ber (budding) and Pomegranate (cuttings) were perfected. Planting ber at spacing 6x6m and Pomegranate 5x5m were recommended as optimum. A polypack technique of transplanting grafted Ber standardized.
- (iii) Ber-dryland legumes intercropping was found compatible and economic.
- (iv) Post harvest technology for doka stage of date palm was standardized.
- (v) In vegetable crops, application of Nitrogen @ 120 kg/ha along with 60 kg each p2 O5 and K2 O/ha and planting distance of 60x40cm in Japanese variety of Cauliflower

and in weed control application of Pendimethalin @ 1.0 kg ai/ha as preemergence spray alongwith the hand weeding for tomato variety-Pusa Ruby were recommended for Jaipur conditions. For the weed control in onion, application of Fluehloralin @ 1 kg/ha (PPI) & one hand weeding at 45 DAT was found effective in Durgapura

- (vi) In potato variety Kufri Jawahar and Kufri Sutlej have been released for cultivation in the potato growing areas of Rajasthan
- (vii) Opium poppy based cropping system incorporating black gram and groundnut in Kharif to improve overall yield has been developed at Udaipur.
- (viii) One Coriander variety (UD-20) identified as promising for the rainfed areas of Rajasthan. For Cumin, the Jobner Centre recommended a three crop rotation of cluster bean-cumin-cluster bean-wheat-cluster bean-mustard crop sequence found to be the best for adoption in Rajasthan. A seed rate of 25 kg/ha in Fenugreek standardised at Jobner gave the maximum yield of 11.12 q/ha.

## II. FISHERIES

- (i) Utilisation of saline soils for grow out culture of finfish and shellfish species with record production of 3.5 tonnes/ha./year of milkfish
- (ii) Formulation of management strategies and package of practices for developing medium and small size reservoirs with record production of 220 kg/ha./year for a small reservoir.
- (iii) Standardisation of pond culture technology for major carp and exotic carp and also diversification of candidate species with introduction of cat fishes especially magur in the culture system

[English]

### Elephant and Deer Population

590 SHRI MULLAPPALLY RAMACHANDRAN  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the elephant and deer population in the country. State-wise;

(b) whether incidents of poaching/killed of elephants and deer are still being reported from various States particularly Kerala;

(c) the number of elephants and deer killed during the past three years;

(d) whether the ban on sale of ivory is not being effectively implemented, and

(e) if so, the steps taken to ensure deterrent punishment to offenders in cases of elephant killings?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) No systematic census of wild elephants in all the states was regularly carried out in the past. However, in 1985 the Asian Elephant specialist Group attempted a broad range wise estimate of elephant population in India. According to Asian Elephant Specialist Group the population of elephants in 1985 was between 16,560 and 21,361 in India. Sukumar in 1989 estimated the Indian Elephant population to be between 17,635 to 24,090. The estimate of elephant population done by Government of India in 1993 is between 22,796 and 28,346. State-wise estimated population in 1993 is given in the enclosed statement-I. State-wise population of all 9 species of deer which occur in the country are not being maintained.

(b) and (c). Yes, there has been reports of occasional poaching of wild elephants for their tusks and also of deer, yet there has not been any decline in the population of wild elephants or majority of deer species as indicated by the studies. The number of

elephants reported to have been killed during the past three years by poaching is given in the enclosed statement-II

(d) and (e) The ban on sale of ivory is being effectively implemented in the country. The elephant has been placed in Schedule I of the Wildlife (Protection) Act, 1972 under which it has been provided with the maximum possible protection by law. The trade in ivory has been totally banned to discourage poaching of the elephants for its tusk. This is also included in the Appendix I of Convention on International Trade of Endangered Species of Flora and Fauna which prohibits international trade of ivory. Offenders are liable to punishment with imprisonment for a term which shall be not less than one year but may extend to 6 years and also with fine which shall not be less than five thousand rupees. For a subsequent offence of this nature the term of imprisonment would be from two years upto six years and the minimum fine would be Rs. 10,000. Government of India has launched Project Elephant in 1991 to provide impetus to the Conservation of wild elephants in India. Assistance is also being provided to the States to strengthen their protection and communication infrastructure.

### STATEMENT-I

Estimated Population of Wild Elephants in different States in 1993

State	Minimum	Maximum
1 Andhra Pradesh	46	46
2 Arunachal Pradesh	2000	3000
3 Assam	5000	6000
4 Bihar	500	600
5 Karnataka	5000	6000
6 Kerala	3000	4000
7 Meghalaya	2500	3000
8 Orissa	1500	2000
9 Tamil Nadu	2300	2500
10 Uttar Pradesh	750	1000
11 West Bengal	200	300
	22796	28346

### STATEMENT-II

Reported Deaths of Elephants Killed by Poachers as per Figure Available

S No	State	1993-94	1994-95	1995-96
1	2	3	4	5
1	Andhra Pradesh	1	1	Nil
2	Assam	4	3	6
3	Bihar	Nil	Nil	1

1	2	3	4	5
4.	Karnataka	19	25	N.A.
5.	Kerala	6	3	3
6.	Meghalaya	1	1	9
7.	Nagaland	Nil	Nil	8*
8.	Orissa	4	5	N.A.
9.	Tamil Nadu	2	4	N.A.
10.	West Bengal	2*	3*	4*
		39	45	31

\*Calendar Year

#### Introduction of Trains

591. SHRI BASU DEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to introduce some long distance passenger trains from Kharagpur, Asansol, New Jalpaiguri and Patna; and

(b) if so, by when and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Introduction of long distance passenger trains including those from Kharagpur, Asansol, New Jalpaiguri and Patna is a continuous process and is subject to operational feasibility, traffic justification and resource availability.

#### Frequency of Rajdhani Express

592. SHRI RUPCHAND MURMU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal to increase the frequency of Bhubaneswar Rajdhani Express and to provide its stoppage at Kharagpur.

(b) whether there is also a proposal to hand over the train to South Eastern Railway.

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). There are no such proposals at present

(c) Does not arise.

(d) Operational and resource constraints

#### Committee on DPEA

593. SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Committee formed to look into Drugs Prices Equalisation Accounts is empowered to look into

the cases where no amounts were determined before 1991;

(b) if so, whether any notification in this regard has been issued empowering the Committee to look into the cases where the amounts were not determined in 1990;

(c) whether any demand notices were issued after the cessation of Drugs (Prices Control) Order, 1979; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SISRAM OLA) : (a) and (b). Yes, Sir

(c) and (d) Yes, Sir. Demand notices amounting to Rs. 309.00 crores, assessed on tentative basis, have been issued in 131 cases after the replacement of the Drug (Prices Control) Order 1979 by DPCO 1987 which protected the liabilities accrued during the period of DPCO, 1979.

#### Eviction Operation

594. DR. JAYANTA RONGPI : Will the Minister of RAILWAYS be pleased to state :

(a) whether any eviction operation was proposed around Maibang station of Lumding-Badarpur section of North Frontier Railway during the last three years.

(b) if so, the reasons therefor; and

(c) the details of such proposal including the status of the land in question especially if the said land was transferred to the Railways by any competent authority?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) Eviction proceedings were made against encroachers who were unauthorisedly occupying Railway land at Maibang

(c) In Dec'93 an eviction proposal was made to evict 244 encroachers who were unauthorisedly occupying Railway land at the Quarry Siding at Maibang. However, physical eviction was not carried out on the advice of the State Government. The land in question belongs to the Railways.

[Translation]

#### Expenses on Habeebganj Railway Station

595. SHRI SUSHIL CHANDRA : Will the Minister of RAILWAYS be pleased to state :

(a) the total estimated layout for the construction of Habeebganj Railway Station of Bhopal and the total expenditure incurred thereon upto 30.3.1996;

(b) the estimated amount likely to be spent on it during the year 1996-97; and

(c) the names of Mail and Express trains, which are not having any stoppage at Habibganj Railway Station at present and are likely to have stoppage there during the year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) (i) Total sanctioned cost for development of Coaching Terminal Facilities at Habibganj is Rs. 10.22 crores

(ii) Expenditure incurred upto 31.3.96 is Rs. 9 crores

(b) This information will be available in the Budget documents which would be laid on the House later today

(c) At present there is no proposal to provide stoppage of any additional Mail Express train at Habibganj

[English]

#### Audio Visual Alarm System

596 SHRI KRISHAN LAL SHARMA Will the Minister of RAILWAYS be pleased to state

(a) whether the Bharat Electronics Limited has developed an automatic audio-visual alarm system for the unmanned level crossings; and

(b) if so, whether these have been put on the trial basis; and

(c) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b). Yes, Sir

(c) The train actuated radio based warning system designed and developed by M/s Bharat Electronics Ltd was tried out at two level crossing near Bangalore. The outcome of trials on these two level crossings is encouraging. Further, extended trials on eight more level crossings are underway on Northern, Southern and South-Central Railways

[Translation]

#### Loss Due to Water Overflow

597 SHRI BHAGWAN SHANKAR RAWAT Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware that there has been a great loss of life and property worth crores of rupees due to the overflow of water from the drains

in the residential and commercial areas in Agra as the officers working in Ganga Action Plan did not allow to open the gates of the drains at the time of heavy rains.

(b) if so, the action taken by the Government against the officials responsible for this havoc; and

(c) the amount of compensation paid to the affected persons as a result of this loss?..

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) (a) and (b). The overflow of water from the drains in Agra leading to flooding of residential and commercial areas had nothing to do with the pollution abatement programme for river Yamuna under Ganga Action Plan - Phase II. The gates on the drains discharging into the river Yamuna were already open at the time of heavy rains. However, such overflow from the drains occurred as these were checked with silt and garbage

(c) Till 11th July, 1996, an amount of Rs. 9.76.600 had been paid as compensation to the affected persons by the State Government.

[English]

#### Criminal Cases Against Police Officials

598 SHRI RAJIV PRATAP RUDY Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of Delhi Police officials arrested for their involvement in the criminal cases during the last one year;

(b) the action taken against these officials; and

(c) the steps taken to ensure strict discipline among the law enforcing agencies?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) Two hundred Delhi Police Officials have been arrested in 160 criminal cases during the last one year between 1.7.1995 and 30.6.1996

(b) Details of the action taken are given in the enclosed statement

(c) The Delhi Police has been taking deterrent action against errant officials. This includes registration of cases, suspension, initiation of departmental inquiries, summary dismissal in suitable cases, etc. The training syllabus, both for initial training and refresher courses, is being revised so as to bring about the required behavioural changes among policemen. Briefing is also being given by senior officers to the members of the force through "Sampark Sabhas". A close watch is kept on the conduct of those policemen who come to adverse notice.



## STATEMENT

	Inspr.	S.I.	A.S.I.	H.C.	Cts.	Class-IV
1. Suspended	3	15	8	26	63	1
2. Dismissed	1	-	-	-	4	-
3. D.E. initiated	-	3	-	11	19	-
4. Admonished/acquitted	-	-	-	-	5	-
5. Action held-in-abeyance till the finalisation of criminal cases	1	4	11	10	15	-
Total :	5	22	19	47	106	1

Grand Total - 200

**Train Between Kolhapur and Mumbai**

599 SHRI UDAYSINGRAO GAIKWAD : Will the Minister of RAILWAYS be pleased to state

(a) whether requests have been received to increase the speed of existing train between Kolhapur and Mumbai and for introduction of a new super fast train between Kolhapur and Mumbai;

(b) if so, the details thereof;

(c) whether any action has since been taken on these requests; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) to (d). 1012 Mahalaxmi Express has been speeded up by 15 minutes alongwith its rescheduling between Kolhapur and Mumbai with effect from 1.12.1995. Demand for the introduction of a superfast train between Kolhapur and Mumbai has been examined but not found feasible at present due to operational and resource constraints.

**Assam Tribal Riots**

600 SHRI SUDHIR GIRI  
SHRI RAM KRIPAL YADAV  
DR JAYANTA RONGPI

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether any inquiry has been made by the Government into the recent Assam tribal riots killing a large number of persons.

(b) if so, the main causes of the riots.

(c) the extent of loss of human lives and property in these clashes, and

(d) the steps taken by the Union Government to give relief to the affected people and check the recurrence of such riots?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) to (c). The State Government has appointed a Commission of Inquiry headed by a retired judge to inquire into the matter. The Commission will submit its report within six months from the date of its appointment.

According to the information received from the State Government, the tragedy has claimed 172 lives. 287 villages are reported to have been affected. A large number of houses were damaged.

(d) Additional Central Para Military Forces were airlifted to Assam to assist the State Government in dealing with the situation. Army columns were deployed in Kokrajhar and Bongaigaon districts. Army was also alerted in other parts of the State. The situation was regularly monitored by the Home Ministry and the State Government was advised to take all possible measures to control the situation. A team of senior officers representing the Ministries of Home and Defence and the CRPF, was deputed to the State to discuss the situation with the Chief Minister and senior State Government officials and Army officers. A proposal has been received from the State Government for sanction of Central assistance for the rehabilitation of the affected people. The matter is under consideration.

**Enquiry Commission on Bombay Riots**

601 SHRI ANIL BASU : Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Union Government had given assurance on the floor of the house regarding completion of work of Enquiry Commission on Bombay Riots, and

(b) if so, the steps taken/contemplated to be taken to keep the assurance?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) There was a discussion in the Lok Sabha on 29.2.1996 on this subject in view of winding up of the Srikrishna Commission of Inquiry by the Govt. of Maharashtra in January, 1996.

(b) No steps are either contemplated or necessary as the Commission has since been reinstated by the Government of Maharashtra in May, 1996. The Commission has been asked to submit the report by 24.1.1997

#### Palace on Wheels

602. SHRI S D N R WADIYAR Will the Minister of RAILWAYS be pleased to state

(a) whether the palace on wheels has been gaining popularity in Rajasthan,

(b) if so whether the Government propose to introduce similar trains in other States, and

(c) if so the steps taken in that direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Yes, Sir.

(c) A metre gauge tourist train has been introduced for the Gujarat Sector in collaboration with the Tourism Corporation of Gujarat which operates between Delhi Cantt.-Chittaurgarh-Udaipur-Palitana-Veraval-Ahmedabad-Jaipur-Delhi Cantt. between September to April

Contracts have also been awarded on the basis of global tenders to organisations in the private sector for the operation of five tourist trains on the following circuits :

- (i) Delhi-Jaipur-Agra-Gwalior-Jhanshi (Khajuroho)-Varanasi-Lucknow-Delhi.
- (ii) Bombay-Aurangabad (Ajanta/Ellora)-Nanded-Secunderabad-Hyderabad-Pune-Bombay
- (iii) Goa (Mangaon)-Mangalore-Mysore (Batur/Halebid)-Hospet (Harpi)-Bangalore-Goa (Madgaon) (two trains).
- (iv) Bangalore-Mysore-Madras-Kodaikanal Road-Kannjya Kumari-Trivandrum-Cochin-Mettupalayam (Ooty)-Bangalore.

The above trains are likely to become operational by the end of 1997

#### Bridge at Bogibil over Brahmaputra

603. DR. ARUN KUMAR SARMA . Will the Minister of RAILWAYS be pleased to state :

(a) whether the Union Government propose to construct a bridge at Bogibil over the

Brahmaputra connecting National Highway No. 52 and 37; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) The Techno-economic survey and design of rail cum-road bridge across river Brahmaputra at Bogibil is being taken up shortly.

#### Passport Racket

604. SHRI PINAKI MISRA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether a racket involving issue of fake passports and visas was busted in Delhi in May, 1996; and

(b) if so, the details thereof; and

(c) the action taken against the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) Yes, Sir.

(b) and (c). A case under sections 420/468/471 I.P.C. and 12 Passport Act was registered in this connection. Six persons were arrested. Ten passports were recovered from their possession.

#### Dual Citizenship

605. SHRI DADA BABURAO PARANJPE : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the representatives of American Association of the Physicians from India (AAPI) approached the Government for issue of dual citizenship; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b). Ministry of Home Affairs have not received any representation from American Association of the Physicians from India (AAPI) for grant of dual citizenship. However, question of grant of dual citizenship was considered but not accepted as the concept is not consistent with the Constitution of India and the Citizenship Act, 1955.

[Translation]

#### Dowry Deaths and Cases of Oppression

606. SHRI VISHAMBHAR PRASAD NISHAD : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the number of cases pertaining to dowry deaths and oppression upon Scheduled Castes and Scheduled Tribes registered at the Police Stations in Fatehpur and Banda districts, Uttar Pradesh, during the current year;

(b) whether police have presuressed the victims to compromise or let off the culprits by changing the Section of IPC imposed in many cases;

(c) if so, the details thereof; and

(d) the preventive measures taken by the Government to check recurrence of such crimes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) to (d) Information is being collected from the State Government of Uttar Pradesh and will be laid on the Table of the House

[English]

#### Train from Bhavnagar to Delhi

607. SHRI RATILAL KALIDAS VERMA Will the Minister of RAILWAYS be pleased to state

(a) whether there is no direct train from Bhavnagar to Delhi (WR);

(b) if so, whether the Government propose to introduce a direct train to meet the demand made in the past; and

(c) if so, the details thereof and the time by which it is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) There is no direct train available between Bhavnagar and Delhi. However, one hind sleeper class (GSCN) has been introduced between Bhavnagar and Delhi by 29 9923/9902 - 9901/9924/30 w.e.f. 10.5.95

At present there is no proposal to introduce a direct train between Bhavnagar and Delhi.

[Translation]

#### Manmad-Malegaon-Nardana Line

608. SHRI KACHARU BHAI RAUT Will the Minister of RAILWAYS be pleased to state

(a) whether there is any proposal to lay Manmad-Malegaon-Nardana railway line

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Reconnaissance Engineering-cum-Traffic Surveys for new BG lines from Manmad to Dhule via Malegaon (90 kms) and from Dhule to Nardana (37 kms) have been taken up. Further consideration of the projects would be possible once the results of the surveys become available

(c) Does not arise.

[English]

#### Khurda and Bolangir Line

609. SHRI MRUTYUNJAYA NAYAK Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have approved the construction of a railway line between Khurda and Bolangir in Orissa and sanctioned funds for the purpose;

(b) if so, the details thereof;

(c) the reasons for not starting the construction work of the said line; and

(d) the time by which the construction work would be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Yes. Sir. The work of Khurda Road-Bolangir new line has been sanctioned at a cost of Rs. 353.38 crores. Expenditure upto 31.3.96 is Rs. 1.65 crores.

(c) and (d) Final Location Survey is in progress. Land acquisition will be done after the survey is completed. Work will be started once the land is made available by the State Government.

#### Progress of Railway Line

610. SHRI BAJU BAM RIYAN Will the Minister of RAILWAYS be pleased to state

(a) the progress of the railway line from Kumarghat to Agartala; and

(b) by when this railway line is proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The work is not yet sanctioned.

(b) Will be decided after the work is taken up.

#### Funds for Centrally Sponsored Schemes

611. SHRI SHANTILAL PARSOTAMDAS PATEL Will the Minister of AGRICULTURE be pleased to state

(a) the financial assistance provided to the Government of Gujarat during the Eighth Plan for implementation of the various Centrally sponsored schemes for increasing the agricultural production in the State; and

(b) the number of farmers benefited as a result thereof?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) and (b) The financial assistance provided to the Government of Gujarat during the Eighth Plan for implementation of various Centrally Sponsored Schemes for increasing

the agricultural production in the State is given as per Statement enclosed. It is difficult to quantify the number of farmers benefited as a result of implementation of the

scheme as benefits flow both directly and indirectly. However, State Government is requested to send informations if they have

### STATEMENT

#### *Financial Assistance Released to Gujarat During Eighth Plan*

S.No	Name of the Scheme	Amount released (Rs in lakhs) 1992-93 to 1995-96
1	Non-overdue Cover Scheme	76 00
2	Agriculture Credit Stabilisation Fund	10.00
3	Investment in Debentures of LDBs	2851 28
4	Failed Wells Compensation Fund Scheme	2 50
5	Integrated Cereals Development Programme-Rice	192.39
6	Integrated Cereals Development Programme-Wheat	111.39
7	Integrated Cereals Development Programme-Coarse Cereals	362 63
8	Intensive Cotton Development Programme	219.36
9	Sustainable Dev of Sugarcane based Cropping System Areas	166.64
10	Promotion of Agricultural Mechanisation	134 10
11	Development of Tropical and Temperate Fruits	199.30
12	Development of Spices	96 24
13	Use of Plastics in Agriculture	1045.12
14	Development of Commercial Floriculture	10 15
15	Development of Vegetables	25.92
16	Development of Betelvine	2 50
17	National Watershed Development Project for Rainfed Areas	3623 94
18	National Project on Development of Fertiliser use in Low Consumption and rainfed areas	7 57
19	Balanced and Integrated Use of Fertilizers	43.20
20	National Project on Development and use of Bio Fertilizers	12 50
21	Soil Conservation in Catchment of River Valley project	939 00
22	Reclamation of Alkali Soils	201 00
23	Oilseeds Production Programme	2706.40
24	National Pulses Development Project	270.86
25	Assistance to Small and Marginal Farmers for Implementation of various Schemes for Development of Infrastructure	2066 00
26	Timely Reporting of Estimates of Area and Production of Crops	53 47
27	Improvement of Crops Statistics	42 38
28	Crops Estimation Survey on Fruits, Vegetables and Major Crops and Diagnostic Studies	71.97
29	Assisting States in Conducting Livestock Census	30 69
30	Agricultural Census Scheme 1990-91	81 49
<b>Total :</b>		<b>15645.84</b>

[Translation]

**Remunerative Prices to Farmers**

612. SHRI RAMENDRA KUMAR :  
SHRI NAWAL KISHORE RAI :  
PROF. PREM SINGH CHANDUMAJRA :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have made a commitment under their Minimum Common Programme to ensure that the farmers get remunerative prices for their produce;

(b) if so, the details of the schemes formulated by the Government in this regard; and

(c) the steps being taken to quicken implementation of these schemes?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) to (c). The Common Minimum Programme envisages that measures will be taken to ensure that farmers receive fair and remunerative prices for their produce. One of the main objectives of the Government's price policy for agricultural produce aims at ensuring remunerative prices to the growers for their produce. The Government announces each season minimum support price for major agricultural commodities and organises purchase operations through public and cooperative agencies. While fixing minimum support prices, it is ensured that it covers cost of production and also provides a reasonable margin of profit to give incentive to farmers for investment and adoption of improved technology. The farmers are free to sell their produce in the open market at prices which may be higher than the support prices fixed by the Government.

Government proposes to have a discussion with the leaders of the United Front what exactly they mean by the remunerative prices other than what it is at present.

**Cases of Scheduled Castes/Scheduled Tribes Cell**

613. DR. BALIRAM : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the cases of Scheduled Castes/Scheduled Tribes Cell are not filed by the Police Department in Ajamgarh district of Uttar Pradesh;

(b) whether the Union Government propose to issue clear directives to the State Government of Uttar Pradesh for filing the cases pertaining to Scheduled Castes/Scheduled Tribes Cell;

(c) if so, the details thereof;

(d) whether even after filing the cases, no arrest is made; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) The information is being collected from the State Government of Uttar Pradesh and will be laid on the Table of the House.

(b) to (e). Even though, as per provisions in the Seventh Schedule of the Constitution, 'Police' and 'Public Order' are State subjects, the Central Government has been drawing the attention of the State Governments/UT Administrations, from time to time, to the problems of weaker sections of the society.

[English]

**Conversion of Metre Gauge Line**

614. SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether any Narrow Gauge/Metre Gauge line in the West Bengal is proposed to be taken up for conversion into broad gauge during the current financial year; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise.

**Ram Janam Bhoomi**

615. SHRI E. AHAMED :  
SHRI G.G. SWELL :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Union Government have received any representation from the various Muslim Organisations including the All India Muslim Personal Law Board on Ram Janam Bhoomi;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) Representations on Ram Janma Bhoomi-Babri Masjid dispute are being received from various organisations by Government from time to time.

(b) and (c). As the specific point concerning the representations has not been spelt out, it is not possible to furnish the details and the Government's stand thereon. However, following the judgement dated 24th October, 1994 of the Hon'ble Supreme Court regarding the Ram Janma Bhoomi-Babri Masjid issue, the Central Government, as a statutory receiver, is maintaining the status-quo in the disputed area.

### **New Railway Division at Pune**

616. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have taken a decision to create a new railway Division at Pune under the Central Railway; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Pune is one of the locations, amongst others, where it is planned to set up a Divisional Headquarters Office on Central Railway.

Provision for this has been made in Supplementary Demands-for-Grants 95-96.

[Translation]

### **Participation of Public in Environmental Protection**

617. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether participation of public in regard to pollution control and other environmental issues is being encouraged by the Government;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the facilities being provided by the Government to encourage participation of public therein?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) and (b). Public participation is encouraged to control environmental pollution and eco-regeneration with the help of various schemes, such as National Environmental Awareness Campaign, Paryavaran Vahinis, Eco-Clubs, Seminars, symposium, workshops, afforestation programmes, etc. Financial assistance is provided to various non-governmental organisations and institutions to implement these schemes at grass-root level.

(c) Does not arise.

(d) The facilities provided by the Government to encourage participation of public to control pollution include the following :

- A Pollution Awareness and Assistance Centre (PAAC) has been set up for priority participatory programmes on prevention and control of pollution;

Quarterly interaction meeting between the pollution control authorities and non-governmental organisations are held at regular intervals;

Water testing kits are distributed amongst various NGOs and science students to undertake the water quality assessment;

Quarterly newsletter (PARIVESH) is published by Central Pollution Control Board to provide the information about various techniques of pollution abatement to the public;

A concession is provided on the CPCB publications to those NGOs who are enlisted for pollution control activities;

A public notice was issued in Delhi based newspapers to make the people aware of the ill-effects of Municipal solid wastes and how they can manage the waste with the help of local authorities;

Public institutions have been involved to create awareness about the causes of river pollution and to regulate bathing and cremation which helped the implementation of Ganga Action programme.

[English]

### **Funds for Natural Calamities**

618. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of AGRICULTURE be pleased to state :

(a) the allocation made to Rajasthan to deal with the natural calamities during the last three years;

(b) whether the amount of grant is far less as compared to the other States;

(c) if so, the reasons therefor; and

(d) the steps taken to provide more funds to Rajasthan for the purpose?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) Rajasthan had an annual allocation of Rs. 124.00 crores under the Calamity Relief Fund during the years 1993-94 and 1994-95. During 1995-96, the allocation was Rs. 168.99 crores.

(b) No, Sir. Rajasthan has the highest Calamity Relief Fund allocation among the States.

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

[Translation]

### **Reservation in Neelanchal Express**

619. SHRI VIRENDRA KUMAR SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no provision for reservation in the Neelanchal Express for Anugrah Narayan Road

Station, causing great difficulties to passenger of Aurangabad district:

(b) whether Bombay Mail, Kalka Mail, Purushottam Express, Jodhpur Express and Poorva Express do not have stoppage at Anugrah Narayan Road Station, which is the only railway station in Aurangabad district headquarter:

(c) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) At present, no quota is available at Anugrah Narayan Road Station by 8475/8476 Neelanchal Express.

(b) Yes, Sir

(c) and (d). Instructions have been given to railways concerned to allot a quota of two sleeper class berths at Anugrah Narayan Road Station by 8475-7476 Neelanchal Express trains from the earliest possible date in both directions. There is no traffic justification to provide stoppages to these important trains

[English]

#### Consultative Committees

620 SHRIMATI BHAVANA BEN DEVRAJ BHAU CHIKHALIA Will the Minister of RAILWAYS be pleased to state

(a) the criteria adopted for the constitution of Zonal Railway Users Consultative Committees.

(b) whether due representation has been given to the Members of Parliament of the area on these committees; and

(c) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) To secure better representation of Railways Users and provide a forum for frequent interaction between Railways and Railway Users on matters relating to the services provided by Railways, Railway Users' Consultative Committees at Zonal levels are formed. In these Committees representation is given to local Chambers of Commerce and Industries Trade Associations, Passenger Associations, Agricultural Interests, Consumer Forums, Representatives of State Government, State Legislatures, Members of Parliament etc. In addition, some members are also nominated by the Minister of Railways under the category of special interest to represent the interest of those users who have been other-wise given representation.

In the Zonal Railway Users Consultative Committee, nomination of 3 Members of Parliament (two from the Lok Sabha and one from the Rajya Sabha) are made

by the ministry of Parliamentary Affairs. As a matter of practice and policy, Members of Parliament hailing from the territorial jurisdiction of each of the zone are selected by that Ministry for nomination on Zonal Users Consultative Committee and due representation was given to the Members of Parliament from the respective areas of each zone.

[Translation]

#### Meerut-Murad Nagar Line

621. SHRI AMAR PAL SINGH : Will the Minister of RAILWAYS be pleased to state

(a) time by which construction on work of broad gauge railway line between Meerut-Murad Nagar is likely to be started for which funds have already been allocated in the budget

(b) the funds allocated for it and the target date of its completion; and

(c) the reasons for the delay in this regard, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Preliminary works on doubling of Muradnagar to Meerut City section are already in progress

(b) The allocation of funds is indicated in the budget documents which would be available to the Members shortly

(c) Does not arise

#### Misuse of Revenue

622 SHRI VINAY KATIYAR Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have received any complaints regarding misusing of revenue by clerks of reservation and booking centres at Kanpur, Central Railway Station, and

(b) if so, the details thereof and the action taken by the Government against the guilty personnel?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No Sir

(b) Does not arise

[English]

#### Surplus Land

623 SHRI HARIVANSH SAHAJ Will the Minister of RAILWAYS be pleased to state

(a) the total area of surplus land in the possession of the Bhatani Railway Station on the North-Eastern railway.

(b) whether any proposal to set up a coach/wagon factory on the said surplus land is under consideration, and

(c) whether any proposal to make Bhatani Railway Station a terminal railway station is also under consideration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There is no surplus Railway land in possession of Railways at Bhatani Railway Station on North Eastern Railway. The land presently lying vacant at this Station shall be utilised for future developments at the Station.

(b) and (c): No, Sir.

[Translation]

### Hindi Typewriters and Computers

624 SHRI RAM KRIPAL YADAV: Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Hindi typewriters and computers are totally ignored in our own country and priority is being accorded to English and electronic typewriters and computers

(b) whether some changes are deliberately made in Hindi key-board to discourage the developments of Hindi typewriters and computers, and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR): (a) No, Sir. The use of Hindi typewriters and bilingual (Hindi-English) electronic typewriters/computers is increasing continuously in Central Government Offices. According to the instruction of the Department of Official Language, it is necessary for the Ministries/Departments and other offices to purchase only bilingual mechanical/electronic equipment and computer.

(b) No, Sir. The fact is that the key-boards only of manual typewriters (Hindi-English) are available on all bilingual electronic typewriters. Therefore, there is no problem of key-board in such typewriters. On the other hand, the provision of manual typewriter key-board is available for computers to work in English only. For working in Hindi on computers with GIST technique, the phonetic key-board is available. There are some word processor packages in which both the manual as well as phonetic key-boards are available. It is very easy to operate the phonetic key-board. An operator can work on this key-board efficiently with a training practice of hardly one week. For training on this key-board, the Department of Official Language already arranged to develop a self-tutor software through which any operator can train himself.

(c) Does not arise.

### Crimes in Delhi

625. SHRI JAI PRAKASH AGARWAL: Will the Minister of HOME AFFAIRS be pleased to state

(a) whether incidents pertaining to pick-pocketing, rape and testing/molestation with the women and playing of obscene audio-cassettes in the private buses in the National Capital Region - Delhi, have attained an alarming proportion

(b) the details of such cases identified in Delhi during the last three years till date

(c) the action taken against the persons involved in such cases during the said period, and

(d) the steps taken or proposed to be taken by the Government to avoid recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR):

(a) and (b): No, Sir. The number of such cases reported in Delhi during the years 1993, 1994, 1995 and 1996 (upto 30.6.96) is as under:

Crime Head	1993	1994	1995	1996
Pick-Pocketing	233	278	392	201
Rape	-	1	3	1
Eve-teasing	14	18	63	7
Molestation of women	7	11	12	86
Playing of obscene audio-Cassettes	-	-	3	-

(c) The information is given in the enclosed statement.

(d) Following steps have been taken to check/prevent these crimes:

- (i) Staff in plain clothes is detailed to check such incidents at Bus Stands as well as in Buses.
- (ii) Patrolling parties have been briefed to keep close watch at Bus Stands while patrolling in the area.
- (iii) Traps are being laid to apprehend the accused during peak hours.
- (iv) A drive has been launched to make it compulsory for both the driver and the conductor to wear PSV (Public Safety Vehicles) Badges, which is given only to those who have undergone police verification. This would eliminate unverified persons manning the buses in Delhi.



## STATEMENT

Year	Number of persons Arrested	Number of persons		Number of persons against whom cases are		Number of Persons Discharged
		Convicted	Acquitted	Pending Trial	Pending Investigation	
<i>PICK POCKETING</i>						
1993	160	43	26	79	.	12
1994	184	39	26	111	.	8
1995	260	20	22	192	4	22
1996	126	1	3	80	38	4
(upto 30.6.96)						
<i>RAPE</i>						
1993	.	.	.	.	.	.
1994	3	.	3	.	.	.
1995	6	.	.	6	.	.
1996	3	.	.	3	.	.
(upto 30.6.96)						
<i>EVE-TEASING</i>						
1993	18	15	.	3	.	.
1994	21	17	.	4	.	.
1995	77	60	.	17	.	.
1996	8	7	.	1	.	.
(upto 30.6.96)						
<i>MOLESTATION OF WOMEN</i>						
1993	11	.	1	10	.	.
1994	15	2	2	11	.	.
1995	24	1	3	18	2	.
1996	7	.	.	6	1	.
(upto 30.6.96)						
<i>PLAYING OF OBSCENE AUDIO-CASSETTES</i>						
1993	.	.	.	.	.	.
1994	.	.	.	.	.	.
1995	3	3	.	.	.	.
1996	.	.	.	.	.	.
(upto 30.6.96)						

[English]

**Bridge between Bagaha and Chhitauni**

626 DR. M.P. JAISWAL Will the Minister of RAILWAYS be pleased to state

(a) whether the amount allocated for the construction of broad gauge Railway and Road Bridge between Bagaha and Chhitauni in Bihar has been diverted to other States and the work has been shelved,

(b) if so, the reasons therefor.

(c) whether Government propose to complete the project in the near future; and

(d) if so, the time scheme within which the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) The rail bridge has been completed and the link opened to traffic as MG. It will be converted to BG alongwith Sagauli-Gorakhpur route via Narkatiaganj and over this link by Dec '97.

◆ [Translation]

#### Introduction of New Trains

627. SHRI LALIT ORAON : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to introduce new fast trains from Ranchi to New Delhi, Mumbai, Madras and Dehradun;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No Sir

(b) Does not arise.

(c) Due to operational and resource constraints.

[English]

#### Sambalpur Railway Division

628 DR. KRUPASINDHU BHOI : Will the Minister of RAILWAYS be pleased to state

(a) whether there is any delay in making Sambalpur Railway Division, a full fledged Railway Division, and

(b) if so the steps taken by the Government to check the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No Sir

(b) Does not arise

#### Supply of Coal to National Fertilizers Limited

629 SHRI ANANTH KUMAR Will the Minister of CHEMICAL AND FERTILIZERS be pleased to state

(a) whether some of the plants of the National Fertilizers Limited suffered loss due to supply of lesser quantity of coal than their requirements during recent months particularly May, 1996 and

(b) if so, the total loss of fertilizers production as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) (a) and (b) The Panipat and Bhatinda units of National Fertilizers Limited experienced constraints in the supplies of coal during the months of May and June 1996. The estimated loss of urea production in May 1996 was 10,742 MT at Panipat and 7,702 MT at Bhatinda. During June 1996 the loss of urea production was 516 MT at the Bhatinda unit

#### Preference in Appointment

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

(a) whether Railways do give preference to local people of Maharashtra for appointment to the post of clerks/Ticket Examiners etc. in the Mumbai Division of Maharashtra;

(b) if not, the reasons therefor;

(c) whether at other places in the country local people of those States are given preference in appointments to such posts in Railways.

(d) if so, the reasons for discrimination in the case of Maharashtra only; and

(e) whether any guidelines are proposed to be issued to give preference to local people of Maharashtra in appointments to the said posts in various Railway Divisions in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (e) Railway Recruitment Boards set up all over the country receive applications from candidates in response to their advertisements for various categories of posts irrespective of any region or State. They function on All India basis and do not observe any distinction or discrimination based on area, region, State etc. There is no proposal to deviate from this All India policy.

#### Ozone Layer

631 SHRI SRIBALLAV PANIGRAHI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether any study has been conducted in regard to the effect of Ozone Depleting Substances (ODS) like Chlorofluorocarbons (CFCs) on the Ozone layer

(b) if so, the findings thereof; and

(c) the steps taken or proposed to be taken by the Government to protect the Ozone layer from the indiscriminate use of Ozone Depleting Substances?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) (a) Yes Sir

(b) The Scientific Assessment Panel of United Nations Environment Programme (UNEP) has concluded that Ozone Depleting Substances (ODS) like Chlorofluorocarbons (CFCs) cause damage to the Ozone layer

(c) Scientific findings resulted in an international agreement, called the Montreal Protocol to phaseout use of ODS. The Government has ratified the Protocol and has taken steps to phaseout use of ODS consistent with provisions of the Protocol

### Reservation in Fictitious Names

632. SHRI B.L. SHARMA 'PREM' : Will the Minister of RAILWAYS be pleased to state :

(a) whether it has come to the notice of the Government that the Travel Agencies get railway berths booked in the fictitious names in connivance with the booking clerks;

(b) if so, what is the magnitude of the menace, and

(c) the remedial steps being taken in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Though it is not possible to quantify the extent and magnitude of the problem, cases of booking reserved accommodation in fictitious names by touts and other such unscrupulous elements are being reported and are detected during the course of checks conducted by Railways

(c) Railways conduct frequent checks in Reservation/Booking Offices at stations and in trains. Raids are also organised in the premises of unauthorised agents from time to time. Action is taken against such agents/touts found indulging in malpractices as also against the persons who are caught travelling on transferred ticket. They are booked under provisions of existing laws including Railways Act. Disciplinary action is taken against Railway staff who are found to be conniving in such activities

[Translation]

### Development Projects of Madhya Pradesh

633 SHRI THAWAR CHAND GEHLOT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) the details of proposals from Madhya Pradesh lying pending with the Union Government for the environmental and forestry clearance till 31st December 1995, and

(b) the details of proposals disposed of by the Government so far?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) As on 31.12.95, 12 proposals (6 mining and 6 Thermal power) were pending for environmental clearance and 27 proposals pertaining to irrigation mining regularisation of encroachments etc. were pending for forestry clearance with the Central Government

(b) As on 30.6.96, 146 projects have been received for environmental clearance. Out of this 74 projects have been accorded environmental clearance and 72 projects have been rejected due to non submission of

requisite environmental data. Similarly 948 proposals have been received for forestry clearance under Forest (Conservation) Act, 1980. Out of this 461 have been accorded forestry clearance and 146 have been rejected on merit.

[English]

### Electrification of Guntur Railway Line

634 SHRI T GOPAL KRISHNA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to electrify Bibi Nagar-Nadi-Kude on Guntur Railway line to improve the running time between Hyderabad and Madras and Hyderabad and Calcutta

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir

(b) Does not arise

(c) Electrification of any section is decided on the basis of the level of traffic obtaining and such a work being capital intensive it may be taken up if there is adequate return on the investment and for operational requirements. High density routes are therefore given priority. The traffic density in Bibi Nagar-Nadikude section in Guntur railway line is low at present and therefore cannot be justified on the basis of return on capital to be invested

### Circular Railway in Calcutta

635 SHRI AMAR ROY PRADHAN : Will the Minister of RAILWAYS be pleased to state

(a) whether Circular Rail facility has been provided to commuters of Calcutta,

(b) if so, the destinations and names of stoppages of this Circular train,

(c) whether there is any proposal to extend the Circular Rail upto Majerghat Railway Station (Via-Esplanade Fort William) in the near future,

(d) if so, the details thereof,

(e) whether the clearance from Defence is also required to be obtained for the proposed extension,

(f) if so, whether the same has been obtained and

(g) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) The entire 13.5 km. non-electrified single line project from Dum Dum Jn. to Princepghat has been commissioned in stages for traffic by 17.6.90. The name of the

stoppages and destination from Dum Dum to Princepghat is as under :

Stations	Distance (Kms)
1. Dum Dum to Patipukar	1.520
2. Patipukar to Ulta Danga	2.895
3. Ulta Danga to Tala	4.740
4. Tala to Bag Bazar	6.118
5. Bag Bazar to Sova Bazar	7.669
6. Sova Bazar to Burra Bazar	8.780
7. Burra Bazar to BBD Bagh	10.299
8. BBD Bagh to Chandpaighat	11.187
9. Chandpaighat to Eden Garden	11.501
10. Eden Garden to Princepghat	12.959

(c) and (d). The extension of Circular Railway from Princepghat to Majerghat is under consideration for which a fresh Techno-Economic Report and cost Benefit Analysis Study is being undertaken. Taking up of the project depends upon result of the study and availability of resources in the coming years. The alignment does not pass through via Esplanade-Fort Williams

(e) to (g). Do not arise

#### Metro Railway

636 SHRI AJIT KUMAR PANJA : Will the Minister of RAILWAYS be pleased to state :

(a) the total amount spent for Metro Railway, Calcutta upto March, 1996.

(b) the time by which the first phase of Metro Railway would be completed and the details thereof including the total cost.

(c) the position of extension of the Metro Railway from Tollygunge to Garia and from Dum Dum to Barrackpore and

(d) whether the second stage of Metro Railway connecting Sealdah to Howrah, has been taken up and if so, the cost of the said project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Rs. 1530 24 crores

(b) The full stretch of Calcutta Metro from Dum Dum to Tollygunge (16.45 Km) has been opened to passenger traffic w.e.f. 27.9.95. However, certain residual works are continuing and the project is expected to be completed by March '97, at an approx. cost of Rs. 1,610 crore

(c) Under the revised Allocation of Business Rules, proposals for such rail based urban transport projects are now to be processed by the Ministry of Urban Affairs and Employment and the State Government concerned. Railways will be prepared to render technical assistance, if so asked

(d) No, Sir

#### Fire Incident in Poorva Express

637. SHRI JAGAT VIR SINGH DRONA : Will the Minister of RAILWAYS pleased to state :

(a) whether the Government are aware of fire incident in Bogie No. 4806 of Poorva Express at Ghaziabad on May 1, 1996:

(b) if so, the loss suffered by the railways as a result thereof:

(c) whether any inquiry has been conducted in he matter.

(d) if so the findings thereof and the action taken against the accused: and

(e) the steps proposed to be taken to avoid such occurrences in the future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) The loss suffered by the railway amounted to Rs 15,300 -

(c) and (d). An enquiry was conducted into the incident. The parcel and luggage loading staff of New Delhi station have been responsible for it. Action has been initiated against them.

(e) the following steps have been taken to check recurrence of such incidents :-

(i) Loading staff at all stations have been counselled not to smoke during loading and unloading of packages.

(ii) Electrical staff have been counselled to ensure that electric fittings are in order and fixed properly to avoid short circuits

(iii) "No smoking" legend has been placed on SLRs (Brake Van).

(iv) Supervision by Parcel Clerks has been tightened.

#### Traders Flee Assam

638 DR MURLI MANOHAR JOSHI : Will the Minister of HOME AFFAIRS be pleased to state

(a) whether attention of the Government has been drawn to the news item captioned "Traders flee Assam" appeared in "The Hindustan Times" of June 20, 1996.

(b) if so, the factual position in this regard, and

(c) the steps taken by the Government to control the panic and restore confidence among the people of Assam?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) Yes, Sir

(b) During the period preceding and immediately after the recent General Elections, there had been a sudden spurt in the activities of the ULFA in Assam, particularly in the districts of Nagaon, Nalbari and Tinsukia, where militants reportedly tried to extort money from traders. As a result, a section of businessmen is reported to have temporarily closed down their establishments and shifted to safer places to avoid harassment.

(c) The State Government was requested to take all necessary security/precautionary measures in this regard. In order to keep a control over the situation, police patrolling vigilance has been intensified. Checking of vehicles, etc. in all the vantage points has been stepped up.

#### Unauthorised Hawkers

639 SHRI PRADIP BHATTACHARYA Will the Minister of RAILWAYS be pleased to state

(a) the number of authorised hawkers for sale of eatables and articles at various Railways stations in the country, zone-wise;

(b) whether there is quite a number of hawkers at various Railway Stations; and

(c) if so, the Steps the Government propose to take to regularise these hawkers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) There are no authorised hawkers in the Railways. The sale of eatables/articles is done by vendors of the licenced contractors/Departmental units.

(b) Yes Sir

(c) As per policy, catering/vending licences are awarded by the Zonal Railways after following prescribed procedure and guidelines. It is not the policy to licence unauthorised hawkers.

#### Conversion of Agricultural Land

640 SHRI K C KONDAIAH Will the Minister of AGRICULTURE be pleased to state

(a) whether the Government are aware that conversion of agricultural land for non-farm use has increased in recent years

(b) if so, the details thereof

(c) whether the Government are considering to issue guidelines to be followed by State Governments to protect land for being diverted to non-farm use in the immediate future

(d) if so, the details of such guidelines and

(e) if not, the alternative measures proposed to be taken in this regard?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) to (e). Conversion of agricultural land for non-farm use such as housing, industrial development, transport, defence purposes etc. is taking place due to growing population and diversification of economic activity. Government of India have been repeatedly impressing upon all the States and Union Territories to protect good agricultural land from being diverted for non-agricultural purposes. In this regard Government of India has also formulated a National Land Use Policy Outline (NLPO) and recommended to the States for implementation. The NLPO inter-alia envisages the restructuring of urban policy to ensure that highly productive land is not taken away.

#### Self-Sufficiency in Urea

641 DR T SUBBARAMI REDDY Will the Minister of CHEMICALS & FERTILIZERS be pleased to state.

(a) whether the Government claim that country will be self-sufficient in urea production within two to three years, and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) (a) and (b) As per the latest projections of demand and indigenous production of urea, the country is not likely to attain self-sufficiency in urea production within the next three years.

#### Border Dispute

642 SHRI BANWARI LAL PUROHIT Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Maharashtra-Karnataka border dispute is pending for a very long time

(b) whether the Government of Maharashtra has urged the Union Government to hold an opinion poll in the border areas.

(c) if so, the response of the Government thereto and

(d) the time by which a final solution is likely to be taken to solve the dispute?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) Yes Sir

(b) to (d) In early 1989, the Government of Maharashtra had suggested holding of an opinion poll

to resolve the dispute. The Government of India are of the view that this dispute can be resolved with the willing co-operation of the State Governments concerned. The Government of India will be glad to extend all possible assistance to them in this regard

[Translation]

#### Conversion of Katihar-Jogbani Line

643. SHRI SUKDEO PASWAN Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to convert Katihar-Jogbani single rail line into double line.

(b) if so, the details thereof, and

(c) if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes Sir

(b) and (c) Updating survey for Gauge Conversion of Katihar-Jogbani MG line into BG has been taken up

Further consideration of the project would be possible once the survey report becomes available

[English]

#### Tarapore and Bhavnagar Line

644 SHRI RAJENDRA SINGH RANA Will the Minister of RAILWAYS be pleased to state

(a) whether the ministry have made any survey for laying railway line between Tarapore and Bhavnagar in Gujarat.

(b) if so, the details thereof and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c) A final location-cum-traffic survey was carried out in the past for laying a new railway line from Tarapore to Bhavnagar which yielded a negative return. In view of acute scarcity of resources and unremunerative nature, the work could not be taken in hand

#### Human Rights Courts

645 SHRI KASHI RAM RANA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Union Government have proposed to all the State and Union Territory Government for setting up separate Human Rights Courts.

(b) if so, the details thereof, and

(c) the number of such courts established, Union Territory/State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) and (b). Section 30 of the protection of Human Rights Act 1993 provides for specifying a Court of Sessions for each district to be a Human Rights Courts to try offences arising out of violation of human rights. It is upto the State Governments to decide as to the need for setting up of Human Rights courts, with the concurrence of the High Courts.

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

#### Krishi Vigyan Kendra

646. SHRI OSCAR FERNANDES Will the Minister of AGRICULTURE be pleased to state

(a) whether the proposal to set up a Krishi Vigyan Kendra at Brahmavar in Karnataka, has been approved

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which it is likely to start functioning?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) Yes, Sir

(b) The Site Selection Team Visited Brahmavar on 2nd December, 1995 and recommended the site for establishment of KVK at Regional Station of University of Agricultural Sciences, Bangalore

(c) Question does not arise

(d) The Council is unable to indicate the exact time for starting the Krishi Vigyan Kendra as the additional resources asked for, have not yet been made available

#### Peddapalli-Nizamabad Seahor Line

647. SHRI L. RAMANA Will the Minister RAILWAYS be pleased to state

(a) whether the conversion of Railway Line from Meter Gauge to Broad Gauge in Peddapalli to Nizamabad Seahor has been undertaken.

(b) if so, the details of funds allocated for the purpose and

(c) the time by which the job is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) The work of construction of new BG line from Peddapalli to Nizamabad via Karimnagar is an approved work and is in progress.

(b) The details will be available in the Railway Budget, which will be presented later today.

(c) Ninth Plan

[Translation]

#### Violent Incidents During Polls

648. SHRI PRABHU DAYAL KATHERIA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of persons died/injured in the violent incidents during the Lok Sabha and Legislative Assemblies polls, State-wise; and

(b) the steps taken by the Government to check the recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b). Information is being collected and will be laid on the Table of the House.

#### Water Testing Laboratories

649. SHRI K. PRADHANI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Orissa Government has submitted any proposal to the Union Government for setting up of a water testing laboratory in each district of the State;

(b) whether the Government have also received such proposals from other States;

(c) if so, the details thereof; and

(d) the action taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) No, sir.

(b) and (c). Yes, Sir. The Union Government have received proposals for setting up of Water Testing Laboratories for drinking water, in rural areas in each district, from the States of Maharashtra, Rajasthan, Uttar Pradesh, Himachal Pradesh and Jammu & Kashmir.

(d) For the States of Maharashtra, Rajasthan, Uttar Pradesh and Himachal Pradesh, the Union Government has approved the proposals received so far and released the funds to the respective State Governments accordingly. For the State of Jammu & Kashmir, Water Testing laboratories have been approved in six districts so far.

[English]

#### Disruption of Trains

650. SHRI V.V. RAGHAVAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the train services in the Southern Railway were disrupted due to derailment of a goods train near ERODE recently;

(b) if so, the details thereof and the number of days it took to normalise the train services on the route; and

(c) the steps taken to help the passengers who had booked their tickets one month before in the long-distance trains such as Mangla and Kerala Express etc. to reach their destinations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir. Train services on Southern Railway were disrupted due to a major goods train accident on 14.6.96.

(b) 38 trains were partially cancelled/regulated and 159 trains were fully cancelled. All services were restored from 24.6.94.

(c) Passengers desirous of availing alternative accommodations were helped by permitting them to travel in alternate trains. Refund of fares was arranged at all stations on the Divisions. Buses were arranged to tranship the stranded passengers.

#### Criminal records of Students

651. DR. Y.S. RAJASEKHARA REDDY : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any survey has been conducted by the Delhi Police on the background of students enrolled with a view to checkup their criminal records; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) No, Sir.

(b) Does not arise.

[Translation]

#### Home Delivery Licence by D.M.S.

652. SHRI BHIM PRASAD DAHAL : Will the Minister of ANIMAL HUSBANDRY & DAIRYING be pleased to State.

(a) whether the Government issue Milk Home Delivery Licences Under the Delhi Milk Scheme;

(b) if so, the criteria fixed for issuance of the same;

(c) the number of licences issued so far under this scheme;

(d) whether several members of the same family have been issued Milk Home Delivery Licences under the scheme; and

(e) if so, the reasons therefor; and

(f) the action proposed to be taken in these cases?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (SHRI RAGHUVANSH PRASAD SINGH) : (a) and (b). The Delhi Milk Scheme issues Milk Home Delivery cards. These cards are issued

only to physically handicapped persons, widows, students and persons with monthly income of below Rs. 300/-.

(c) 2886 cards have been issued.

(d) No. Sir. Only one Home Delivery Card is issued against one ration card.

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

[English]

#### Chakmas in North-Eastern States

653. SHRI CHITTA BASU : Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Government are aware of the growing discontentment among the Chakmas in the Arunachal Pradesh, Mizoram and N.E. States; and

(b) if so, the specific steps taken to solve the problem to Chakmas?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b). Certain organisations like the All Arunachal Pradesh Students Union (AAPSU) in Arunachal Pradesh and the Mizo Zirlai Pawl (MZP) in Mizoram have been demanding the expulsion of 'foreigners' including Chakmas. The Chakmas in Arunachal Pradesh, on the other hand, have alleged violation of their human rights through intimidation and denial of basic amenities. The State Government of Arunachal Pradesh was advised to protect the life and property of all residents including the Chakmas in the State. A High Level Group was constituted under the Chairmanship of the Home Minister on December 26, 1995 to look into the background of issues of Chakmas and Hajongs in Arunachal Pradesh and to identify the course of action to be adopted. The Group, in its first meeting on January 5, 1996 constituted an Official Level Sub-Committee. On January 9, 1996 the Hon'ble Supreme Court of India directed, Inter alia, that the life and personal liberty of each and every Chakma residing within the State would be protected and that except in accordance with law the Chakmas would not be evicted from their homes. On a reference from the Government of Arunachal Pradesh, the State Government has been informed that the High Level Group and the Sub-Committee can continue to carry on their work, but such work will have to be in aid of the directions given by the Supreme Court, and not in derogation thereof. The State Government has been requested to indicate its convenience for the visit of the Sub-Committee to Arunachal Pradesh.

As regards the agitation relating to the expulsion of the Chakmas alleged to have come to Mizoram from outside, the State Government is handling the situation. The Central Government has advised the State

Government that any work of identification, etc. of foreigners should be carried out in accordance with the provisions of law and as per relevant instructions. It has also been suggested that any work in this connection needs to be carried out through governmental agencies only.

#### Crisis Alert System

654. SHRI SURESH KALMADI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government propose to set up a Crisis Alert System to manage chemical accidents in the country; and

(b) if so, the salient features of the system?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) and (b). According to the provisions of the proposed rules called the Chemical Accidents (Emergency Planning, Preparedness and Response) Rules, 1996, the Central Government will set up a Crisis Alert System within a stipulated time period. The salient features of the proposed system are as follows.

- (i) A functional Control Room alongwith an information networking system with the State and district control rooms will be set up at the Central Level.
- (ii) The Control Room will be furnished with the information namely major accident hazard installations in the country, major chemical accidents in chronological order, list of members of the Central, State and District Crisis Groups and databases on hazardous chemicals.
- (iii) Adequate staff and experts will be appointed to man the functional Control Room.
- (iv) It will also take measure to create awareness among the public with a view to preventing chemical accidents.

#### Cement Plant at Siju

655. SHRI G.G. SWELL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government of Meghalaya in collaboration with the Associated Cement Company is setting up a giant cement plant at Siju, Garo Hills which is a very beautiful network of natural caves of great importance from the tourism point of view.



(b) whether the Government have cleared the cement plant from the environmental point of view;

(c) whether the Government propose to review the project in order to save the environment;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) to (e). Government of Meghalaya has sought environmental clearance for setting up a 0.6 million tonne per annum cement plant by Associated Cement Company at Siju, South Garo Hills, Meghalaya. The State Government has informed that Rapid EIA/EMP Study has been initiated in this regard and would be completed by June, 1996. A view will be taken on the proposal after the receipt of the EIA/EMP report.

#### Shortage of Coaches

656. SHRI V.M. SUDHEERAN : Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware of the acute shortage of coaches in Trivandrum Railway Division, and

(b) if so, the steps taken so far to make available sufficient number of coaches to avoid inconvenience to the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Within the over-all availability, adequate number of coaches are available with Trivandrum Division to meet the present level of traffic.

[Translation]

#### Implementation of Forest (Conservation) Act, 1980

657. SHRI BACHEE SINGH RAWAT BACHDA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether the various schemes including road construction, have come to a standstill in the Uttaranchal area in Uttar Pradesh since the Forest (Conservation) Act, 1980 came into force;

(b) if so, whether the Government propose to give any special concession for commencing the construction work on the Government schemes so that people may get benefit of the development schemes;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) No, Sir.

(b) & (c). Do not arise. However, a concession has already been provided to expedite clearance under the Forest (Conservation) Act, 1980 in hill districts for projects which involve transfer upto 20 ha. of forest land and directly benefit the people of the area. In such projects, which include construction of link roads, small waterworks, minor irrigation works, school buildings, dispensaries, hospitals, tiny rural industrial sheds of the Government, identification and transfer of equivalent non-forest land for compensatory afforestation is not insisted and instead compensatory afforestation can be done over degraded forest land twice in extent of area being diverted.

(d) Does not arise.

#### National River Conservation Plan

658. DR. SATYANARAYAN JATIA : Will the Minister of ENVIRONMENT AND FOREST be pleased to state :

(a) the details of National River Conservation Plan, amount earmarked, the targets fixed for completion of the Plan, river-wise ;

(b) the amount sanctioned and released so far, river-wise;

(c) the progress made so far, river-wise, and

(d) the request/proposals forwarded by the State Governments to the Union Government under the Plan?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) to (d). The Government approved the National River Conservation Plan (NRCP) on 3rd July 1995 as a Centrally Sponsored Scheme on equal sharing basis of the capital cost of works between the Central and the concerned State Governments. The sanctioned cost of works under the NRCP is about Rs 772 crores to be spread over a period of 10 years. The details regarding the towns, rivers in various States including the sanctioned cost of works State-wise, besides other details, are given in the enclosed statement.

So far, 65 Detailed Project Reports of works have been approved by the Central Government. The concerned State Governments are in the process of implementing them. After commencement of works in a town, it would take about 4 years to complete these works. The works are staggered and it is likely that it will take about 10 years to complete all the works under NRCP.

**STATEMENT***Details of National River Conservation Plan (NRCP)*

(Rs In lakhs)

S No	State	Amount Earmarked	River	Towns	Proposals Received	Amount Sanctioned	Amount Released Statewise	
1	2	3	4	5	6	7	8	
1.	Andhra Pradesh	5379.00	Godavari	Bhadrachalam	LCS	13.73	174.00	
					RFD	21.30		
				Mancharial	LCS	22.20		
					RFD	17.50		
				Rajamundry	LCS	421.20		
					RFD	59.85		
					Crematoria	5.73		
				Ramagundam	LCS	18.40		
					RFD	15.80		
				2.	Bihar	3222.03		Subarnarekha
	RFD	59.75						
Jamshedpur	Crematoria	57.36						
	RFD	89.64						
3.	Gujarat	9869.99	Sabarmati	Ahmedabad	I & D-II	105.47	177.00	
					I & D-II	173.59		
4.	Karnataka	2699.79	Krishna	Shimoga	LCS	60.06	90.00	
					Crematoria	2.73		
				Harihara	LCS	35.20		
					Crematoria	1.82		
				Bhadravati	LCS	11.09		
					Crematoria	5.47		
				Davanagere	LCS	66.94		
				Cauvery	K R Nagar	LCS		3.50
						Crematoria		0.92
					Kollegal	LCS		17.60
	Nanjangud	LCS	35.02					
	Sri Rangapatnam	LCS	24.51					
		Crematoria	1.33					
5.	Madhya Pradesh	10659.47	Khan	Indore	LCS	211.91	318.00	
					RFD	8.60		
					Crematoria	87.12		
					LA	115.00		
				Kshipra	Ujjain	—		
				Tapti	Burhanpur	LA		8.31
						I&D		158.79
				Betwa	Mandideep	-		-
					Bhopal	-		-
					Vidisha	LCS		36.18
		SWM	11.40					
	Narmada	Janalpur	-	-				

1	2	3	4	5	6	7	8
			Wainganga	Seoni	-	-	
			"	Chapara	-	-	
			"	Keolari	-	-	
			Chambal	Nagda	-	-	
6.	Punjab	22937.61	Satluj	Ludhiana	I&D-I	128.97	631.00
					I&D-II	287.54	
					LA-I	112.19	
					LA-II	139.50	
				Jalandhar	I&D	278.81	
					I&D-II	258.10	
					I&D-III	193.10	
					I&D-IV	240.36	
					I&D-V	274.82	
					I&D-VI	236.30	
					LA	154.81	
				Phagwara	LA	71.63	
				Phillaur	LA	22.25	
7.	Tamilnadu	3820.00	Cauveri	Bhawani	LCS	23.71	110.00
					RFD	29.20	
					Crematoria	1.14	
					Composed Yard	23.24	
				Erode	LCS	22.75	
					RFD	3.86	
					Crematoria	3.63	
				Kumarapalayam	LCS	22.70	
					RFD	9.44	
					Crematoria	1.08	
					Composed Yard	22.34	
				Palli Palayam	LCS	25.30	
					RFD	13.83	
					Crematoria	1.11	
				Trichy	LCS	36.13	
					RFD	16.80	
					Crematoria	9.74	
8.	Maharashtra	11733.39	Krishna	Karad	-	-	145.00
				Sangli	-	-	
			Godavary	Nasik	-	-	
				Nanded	-	-	
9.	Rajasthan	1393.68	Chambal	Kota	-	-	18.00
				Keshoraipattan	-	-	
10.	Orissa	2484.77	Mahanadi	Cuttack	-	-	3.00
			Brahmini	Talchar	-	-	
			"	Chandbali	-	-	
			"	Dharamshala	-	-	
						1666.04	

LCS Low Cost Sanitation  
RFD River Front Development  
SWM Solid Waste Management  
LA Land Acquisition  
I&D Interception & Diversion

[English]

**Frequency and Capacity of the  
Rajdhani Express**

659 SHRI JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal to run New Delhi-Guwahati Rajdhani Express daily instead of tri-weekly to fulfil the demand of the North-Eastern States;

(b) whether there is also a proposal to increase the number of coaches of this Rajdhani Express; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) and (c). Load is being increased from 11 to 12 coaches as a regular measure.

**Delhi Police Officials**

660. SHRI SOUMYA RANJAN : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the names of Delhi Police officials died in harness during 1995-96, category-wise.

(b) whether the dependents of the deceased employees have been given employment on compassionate grounds in Delhi Police;

(c) if so, details thereof; and

(d) if not, the reasons therefor and the time by which they are likely to be given employment?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) to (d). Category-wise names of 131 Delhi Police officials, who died in harness during 1995-96, are given in the enclosed statement

Only 75 dependants of the deceased police personnel have requested for appointment on compassionate grounds.

The present status of these applications is as under :

- |   |            |
|---|------------|
| (i) Approved for compassionate appointment.   | - 2 cases  |
| (ii) In principle approval for appointment conveyed, as dependants are below 18 years of age. | - 8 cases  |
| (iii) Under scrutiny  | - 25 cases |
| (iv) Rejected   | - 6 cases  |
| (v) Cases placed for decision of the committee for appointment.                               | - 34 cases |

**STATEMENT**

*Names of Delhi Police Officials*

**ASSISTANT COMMISSIONER OF POLICE**

1. Sh. Banarsi Dass
2. Sh. Nathu Singh
3. Sh. Gopi Chand
4. Sh. Shankar Lal

**INSPECTORS**

1. Sh. Ramesh Malik, D-1/524
2. Sh. Surender Singh, D/1617

**SUB INSPECTORS**

1. Sh. Sewa Ram, D/1740
2. Sh. Shri Chand, 154/D
3. Sh. Gian Singh, 656/D
4. Sh. Murari Lal, D/110
5. Sh. Amar Nath, 45/D
6. Sh. Ram Chand, 605/D
7. Sh. Darshan Lal, 1716/D
8. Sh. Mishri Lal, D/1047
9. Sh. Surender Pal Singh, 1383/D
10. Sh. Rattan Singh, 4355/D
11. Sh. Bhupal Singh, D/742
12. Sh. Puran Mal, 2546/D
13. Sh. Sita Ram, 1534/D
14. Sh. Bhagat Singh, 4324/D

**ASSISTANT SUB-INSPECTORS**

1. Sh. Gurbax Singh, 2776/D
2. Sh. Raj Singh, 5941/PCR
3. Sh. Ramesh Chand, 1539/Comn
4. Sh. Babu Ram, 3284/D

**HEAD CONSTABLES**

1. Sh. Jeet Ram, 11082/DAP
2. Sh. Rajinder Singh, 1490/W
3. Sh. Shri Narayan, 63/C
4. Sh. Gir Raj Singh, 283/PCR
5. Sh. Gorakh Nath, 192/A
6. Sh. Ram Phal, 17/PTS
7. Sh. Sant Ram, 9336/SD
8. Sh. Shri Chand, 363/Sec
9. Sh. Balbir Singh, 244/PCR
10. Sh. Chatar Singh, 303/PCR
11. Sh. Kitab Singh, 125/N
12. Sh. Rajinder Singh, 232/NW
13. Sh. Alimuddin, 125/NE
14. Sh. Ram Avtar, 267/SW
15. Sh. Dharmabir Singh, 1800/C

16. Sh. Rajinder Singh, 206/PCR
17. Sh. Ombir Singh, 1253/E
18. Sh. Jai Pal Singh, 8796/DAP
19. Sh. Chand Ram, 269/SD
20. Sh. Om Prakash, 795/NW
21. Smt. Sumitra, 1718/NW
22. Sh. Mohan Singh, 74/F
23. Sh. K.V. Radha Krishanan, 4358/DAP
24. Smt. Suman Khatri, 826/NW
25. Sh. Ved Prakash, 318/DAP
26. Sh. Tirath Ram, 174/E
27. Sh. Subhash Chander, 407/SD
28. Sh. Nand Kishore, 800/RB
29. Sh. Poonam Chand, 29/DAP
30. Sh. Kartar Singh, 973/Comn
31. Sh. Khazan Singh, 1786/SD
32. Sh. Gobind Ballabh, 9139/DAP
33. Sh. Nand Kishore, 27/C
34. Sh. Om Parkash, 325/C
35. Sh. Baljeet Singh, 152/SW
36. Sh. Tem Shring Sherpa, 178/W
37. Sh. Shardha Nand, 154/NW
38. Sh. Chander Bhan, 601/W
39. Sh. Mehar Singh, 113/DAP
40. Smt. Raj Bala, 35/513
41. Sh. Jaibir Singh, 1803/W
42. Sh. Ram Rattan, 176/SW
43. Sh. Prem Raj, 1014/PCR
44. Sh. Om Pal Singh, 4008/PCR

#### CONSTABLES

1. Sh. Karan Singh, 1163/W
2. Sh. Lal Singh Yadav, 961/NW
3. Sh. Sanjay, 655/DAP
4. Sh. Virender Kumar, 62/Crime
5. Sh. Sis Ram, 1632/A
6. Sh. Ravinder Datta, 1963/NW
7. Sh. Devender Kumar, 7869/PCR
8. Sh. Itwari Lal, 775/DAP
9. Sh. Rohtas Singh, 1409/NW
10. Sh. Rajiv Kumar, 10732/DAP
11. Sh. Deepak Kumar Nandi, 1265/T
12. Sh. Vijay Kumar, 7214/DAP
13. Ms. Sneha Lata, 3695/PCR
14. Sh. Kailash Chander, 444/RB
15. Sh. Surender Singh, 1238/C
16. Sh. Shri Bhagwan, 1421/T
17. Sh. Virender Singh, 6240/DAP
18. Sh. Babu Lal, 389/SB

19. Sh. Subash Chander, 1233/DAP
20. Sh. Wilson C.A. 1043/SW
21. Sh. Randhir Singh, 3557/PCR
22. Sh. Satya Parkash, 2637/PCR
23. Sh. Satyawan Singh, 1169/E
24. Sh. Hukam Chand, 1046/W
25. Sh. Ramesh Kumar, 7402/PCR
26. Sh. Chain Singh, 739/HW
27. Sh. Bal Kishan, 306/Crime
28. Sh. Subhash Chander, 250/Crime
29. Sh. Himmat Singh, 2103/N
30. Sh. Suraj Bhan, 1321/SSO
31. Sh. Ravinder Singh, 901/SB
32. Sh. Gyanender Kumar, 9570/DAP
33. Sh. Satya Bir Singh, 7713/DAP
34. Sh. Dhrrinder Kumar, 1779/W
35. Sh. Chander Bhushan, 320/ND
36. Sh. Satish Kumar, 258/Comn.
37. Sh. Ramesh Chand, 576/DAP
38. Sh. Fateh Ram, 11629/DAP
40. Sh. Ravinder Singh, 8470/DAP
41. Sh. Sushil Kumar, 1428/SW
42. Sh. Budh Ram, 622/C
43. Sh. Lakhanvir Singh, 2119/NW
44. Sh. Vedpal Singh, 72/N
45. Sh. Dharamvir, 1587/SW
46. Sh. Randheer Singh, 7883/DAP
47. Sh. Pradeep Kumar, 333/T
48. Sh. Sombir Singh, 1696/SD
49. Sh. Dhan Raj Singh, 1204/SD
50. Sh. Naresh Kumar, 2134/NW
51. Sh. Jasbir Singh, 744/NE
52. Sh. Daljit Singh, 1098/NW
53. Sh. Ravinder Singh, 1489/NW
54. Sh. Chand Singh, 1114/NW
55. Sh. Taj Singh, 1225/SD
56. Sh. Sukhbir Singh, 9499/DAP
57. Sh. Sushil Kumar, 510/A
58. Sh. Nand Lal, 11397/DAP

#### CLASS-IV

1. Sh. Umrao Singh, 11/C
2. Sh. Ram Swaroop, 3/C
3. Sh. Dashrath Ram, 155/C
4. Sh. Sukhbir Singh, 436/C
5. Sh. Yashpal Singh, 5/C

ACP	INSPR	Sis	ASIs	HCs	CTs	Class-IV	Total
4	2	14	4	44	58	5	=131

### Railway Dues

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

(a) whether a large sum is due from the Union Government in respect of the expenses incurred for the twelve SRPF companies deputed to New Delhi for the internal security duty from May 1990 to April 1993;

(b) if so, the details thereof; and

(c) the reasons for holding the payment so far and the steps being taken to remit the dues?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). There is no company with the nomenclature of SRPF of the Railways. However, regarding Maharashtra SRPF (State Reserve Police Force), the answer is in the affirmative. The Maharashtra Government had requested for reimbursement of dues to the tune of Rs. 16.8512,036/- from the Government of NCT of Delhi (Rs. 4.92, 54.831/- and Rs. 11.92, 57,205/-) in respect of 12 MSRPF which remained at the disposal of Delhi Police for assisting Law and Order duties during May 1990 to April 1993.

(c) The claims amounting to Rs. 4,92,54,831/- for the period from 12/90 to 2/93 have already been paid to the Director General of police, Maharashtra State, Mumbai on 21.3.96.

Another claim of Rs. 11,92,57,205/- for the period from 2.5.90 to 9.2.93 was received from the Government of Maharashtra on 27.10.95 but payment could not be made during the last financial year 1995-96 due to shortage of funds. Now, the expenditure sanction of the Government of NCT of Delhi has been received and the payment will be made after 31.7.96 because the Legislative Assembly of Delhi had imposed the condition that the total expenditure will not exceed the 1/3rd limit of total sanctioned budget upto 31.7.96.

### Tariff Structure

662. DR. LAXMINARAYAN PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether World Bank has suggested for an end to "micro-management" of the railways by the Parliament and Chief Executive of International Union of Railways has expressed the view that tariff structure of Indian Railways be revised to end the present system of cross-subsidisation of passengers by freight traffic and passenger fares need to be the actual fare; and

(b) if so, the facts in this regard and Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). World Bank in its report on "The Indian Transport Sector

- Long Term Issues" has suggested that the railways should become a semi autonomous public corporation with a detailed terms of reference approved by Parliament. It has also been suggested that the railways should not be subject to daily scrutiny of the details of operation and investment decisions.

On the issue of cross-subsidisation, the Chief Executive of International Union of Railways (UIC), in an interview with The Times of India, had stated that cross-subsidisation of passenger traffic by freight traffic should be done away with and the passenger fares need to be raised to the actual cost of providing the service.

There are only suggestions of the World Bank and the Chief Executive of UIC and Government has no proposal under consideration for implementing them at this stage.

[Translation]

### Animal Husbandry & Dairying in Rajasthan

663. PROF. RASA SINGH RAWAT : Will the Minister of ANIMAL HUSBANDRY & DAIRYING be pleased to state :

(a) the Central schemes implemented in Rajasthan for the Development of animal husbandry and dairying during the last three years;

(b) the amount provided by the Government for these schemes separately during each of the last three years;

(c) whether new techniques have been developed in these fields by the National Agriculture Research Council or any other such research institute.

(d) if so, the details thereof;

(e) the steps taken to extend information to the concerned people and to encourage them; and

(f) the efforts being made by the Government to check the continuous fall in the number of various animals?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (DR. RAGHUVANSH PRASAD SINGH) : (a) and (b). List of Central Centrally Sponsored Schemes being implemented in Rajasthan and the amount released for these schemes during the last three years is given in the enclosed statement-I.

(c) to (e). Details are given in enclosed Statement-II.

(f) As per latest livestock census no decline in livestock population has been observed in the State of Rajasthan.

**STATEMENT-I**

(Rs. in lakh)

Scheme	Year		
	1993-94	1994-95	1995-96
National Project on Rinderpest Eradication	30.00	45.50	19.49
Assistance to States for control of Animal Diseases.	21.02	15.49	19.84
Professional efficiency development	2.01	2.45	4.08
Assistance to States for Modernisation/Improvement of abattoirs/Establishment of carcass utilisation centres.	-	20.00	-
Integrated Sample Survey for Estimation of production of major livestock products.	13.25	6.75	16.50
National Ram/Buck Production Programme.	19.50	18.00	10.00
Development and Preservation of pack animals.	-	1.25	1.50
Assistance to States for Integrated Piggery Development.	-	-	2.25
Operation Flood	642.43	356.55	422.77

**STATEMENT-II***Technologies developed by Indian Council of Agricultural Research (ICAR)*

There are three institutions of ICAR in Rajasthan namely Central Sheep & Wool Research Institute, Avikanagar, National Research Centre on Camel, Bikaner, Regional Research Station of National Research Centre on Equines, Bikaner. The main technologies developed by these institutions are as follows :

- (i) The improvement of indigenous breeds of livestock specially sheep, camel and equines through artificial insemination and selection.
- (ii) Preservation of the semen of rams & equines in liquid and frozen form in order to increase the productivity by enhancing conception rate in the animals.
- (iii) Technologies for the early pregnancy diagnosis in horses and donkey mares between 14-17 days has effectively been achieved employing ultra sonography and progesterone assay.
- (iv) The quality of carpet and fine wool varieties have been developed in sheep.
- (v) Elite herd of Camel with improvement in breeding efficiency have been developed and nucleus herd of superior exotic donkey germ plasm has also been developed and are available to the farmer's door step.
- (vi) Various diseases of sheep, camel and

equines have been controlled by precise and timely diagnosis of the disease.

- (vii) Feeding technology system and schedules have been developed to increase the production.

Dissemination of information to the concerned people is done through extension programmes.

(English)

**Krishi Vigyan Kendras**

664. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of AGRICULTURE be pleased to state:

(a) the number and location of Krishi Vigyan Kendras functioning in the country as on date, State-wise;

(b) whether any steps have been initiated in setting up of a Krishi Vigyan Kendra at Cannanore in Kerala;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING (SHRI CHATURANAN MISHRA) : (a) There are 261 Krishi Vigyan Kendras functioning in the country. List of Krishi Vigyan Kendras alongwith the location may kindly be seen in the Statement enclosed.

(b) to (d). The Council is not able to consider the establishment of additional Krishi Vigyan Kendra at present due to financial constraints.

**STATEMENT***List of 261 Krishi Vigyan Kendras*

S. No.	Designation & Address of the KVK	Name of the Host Institute	Year of Sanction
1	2	3	4
<b>Andaman &amp; Nicobar</b>			
1.	Training Organiser, Krishi Vigyan Kendra, CARI Port Blair-744101	The Director, Central Agril. Research Institute, Port Blair-744101 (A&N)	1992
<b>Andhra Pradesh</b>			
2.	Training Organiser, Krishi Vigyan Kendra, Vishakapatnam-531005	Bhagaya Tula Charitable Trust, Yellamanachily, Vishakapatnam-531005	1995
3.	Training Organiser, Krishi Vigyan Kendra, Opp. Rama Krishnan Temple UNDI, Rayalam Bhimavaram West Godavari-534208	Vice-Chancellor, Andhra Pradesh Agriculture Univ., Rajendranagar, Hyderabad-500030 (AP)	1995
4.	Training Organiser, Krishi Vigyan Kendra, Warrangal-506101	-do-	1996
5.	Training Organiser, Krishi Vigyan Kendra, DCMS Building, Kamalanagar, Distt. Anantapur-515001	-do-	1983
6.	Training Organiser, Krishi Vigyan Kendra, Agril. Research Station, Amadalavalsa, Distt. Shrikakulam-532523	-do-	1984
7.	Training Organiser, Krishi Vigyan Kendra, Malyal Farm, Village Malyal, Distt. Warangal-506101	-do-	1984
8.	Training Organiser, Krishi Vigyan Kendra, Rastkuntabai, Distt. Vizianagaram-535523	-do-	1984
9.	Training Organiser, Krishi Vigyan Kendra, Nandyal. M.C. Farm P.O. Distt. Kurnool-518503	Vice-Chancellor Andhra Pradesh Agricultural University, Rajendranagar Hyderabad (A.P.)-500030	1992
10.	Training Organiser, Krishi Vigyan Kendra, Caddipalli - 508201, Distt. Nalgonda	Secretary, Shri Aurobindo Institute of Rural Development, Gaddipalli-508201 (A.P.)	1983
11.	Training Organiser, Krishi Vigyan Kendra, P.O. Box No. 214, Zaheerabad, Distt. Medak-502220	Chairman, Decan Development Society, A-5 Meera Apartment, Basheerbagh, Hyderabad (AP)	1992



1	2	3	4
12.	Training Organiser, Krishi Vigyan Kendra, RASS Vansathi, Village Karakanbadi, Distt. Chittoor-517501	Chairman, Rayalseema Seva Samithi, 9, Old Hazur Office Building, Tirupati (AP)	1992
13.	Training Organiser, Krishi Vigyan Kendra, P.O Baraganapalli, Yagantipalle-513524, Distt. Kurnool	Secretary, Shri Hanumantharaya Educational & Charitable Soc., Rendakanti Public School, Illuru, Kothapeate (AP)	1989
14.	Training Organiser, Krishi Vigyan Kendra, Jammikunta, Distt. Karimnagar-505122	Director, Gram Nava Nirman Samithi, H.No. 1-9-639/1, Vidyanagar, Hyderabad(AP)	1992
15.	Training Organiser, N.G. Ranga Krishi Vigyan Kendra, Vinayshram, Kavur, Distt. Guntur	Chairman, Vinayashram, Kavur, Distt. Guntur (AP)	1992
16.	Training Organiser, Krishi Vigyan Kendra, Behind M.R.O. Office Kota Kotha, Madanpur, Distt. Mahaboobnagar	The Executive Director, Youth for Action, 1-8-702/26/1, Padma Colony, Hyderabad (AP)-500044	1992
17.	Training Organiser, Krishi Vigyan Kendra, CRIDA, Hyatnagar, Distt. Rangareddy	Director, CRIDA Complex, Saidabad, P.I. Santoshnagar, Hyderabad (AP)	1976
18.	Training Organiser Krishi Vigyan Kendra, Kalvacherla, Rajahumundry-533105 Distt. East Godawari	Director CTRI, Rajahumundry-500659 (A.P.)	1983
<b>Arunachal Pradesh</b>			
19.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, 791101, Basar, Distt. West Siang	Director, ICAR Complex for NEH Region, Barapani-793103 (Meghalaya)	1979
<b>Assam</b>			
20.	Training Organiser, Krishi Vigyan Kendra, Assam Agricultural University, Khuontail, Golaghat-785601	Vice-Chancellor Assam Agril. University Jorhat-785013 (Assam)	1993
21.	Training Organiser, Krishi Vigyan Kendra, Assam Agricultural University, Arunachal Silchar-788025 Cachar Assam	-do-	1994
22.	Training Organiser, Krishi Vigyan Kendra, Tinsukhia	-do-	1996

1	2	3	4
23.	Training Organiser, Krishi Vigyan Kendra, Assam Agricultural University, Napam, Sonitpur, Tezpur 25, c/o P.B. No.51, Tezpur Main Post Office. (Assam)	Vice-Chancellor Assam Agril. University Jorhat-785013 (Assam)	1979
24.	Training Organiser, Krishi Vigyan Kendra, Assam Agricultural University, Trlipara, Gossaigaon-783360 Dist. Kokarajhar (Assam)	Vice-Chancellor Assam Agril. University Jorhat-785013 (Assam)	1985
<b>Bihar</b>			
25.	Training Organiser, Krishi Vigyan Kendra, SCADA, P.O. Aara, Bhojpur-802301	Chairman, SCADA, Patna (Bihar)	1993
26.	Training Organiser, Krishi Vigyan Kendra, Sinri, Dhanbad-828122	Chairman, Hindustan Fertiliser Corporation, New Delhi	1994
27.	Training Organiser, Krishi Vigyan Kendra, Sharma Bharti Khadigram, P.O Jamui-811313	Chairman, Khadi Gramoydog Sangh Khadigram, Jamui-811313 (Bihar)	1994
28.	Training Organiser, Krishi Vigyan Kendra, VPO Basaith, Chandpura, Madhubani-847102	Vice-Chancellor, S.K. Chowdhry, Educational Trust New Delhi	1994
29.	Training Organiser, Krishi Vigyan Kendra, Darbhanga	Vice-Chancellor, Rajendra Agricultural University, Samastipur-848125 (Bihar)	1996
30.	Training Organiser, Krishi Vigyan Kendra, Supani	-do-	1996
31.	Training Organiser, Krishi Vigyan Kendra, Agwanpur, Distt Seharsa-859901	-do-	1996
32.	Chief Training Organiser, Krishi Vigyan Kendra, Munger, P.O. Sankaspur, Distt Munger-811201	-do-	1979
33.	Chief Training Organiser, Krishi Vigyan Kendra, P.O Vijay Nagar, Banka-813101	Vice-Chancellor, Rajendra Agricultural University Samastipur-848125 (Bihar)	1983
34.	Training Organiser, Krishi Vigyan Kendra, P.O. Meghaul, Khodawanpur, Distt. Begusara	-do-	1992
35.	Chief Training Organiser, Krishi Vigyan Kendra, Barh, Distt. Patna, (Bihar)	-do-	1992

1	2	3	4
36.	Training Organiser, Krishi Vigyan Kendra, P.O. Harnaut, Distt. Nalanda-848125	-do-	1992
37.	Chief Training Organiser, Krishi Vigyan Kendra, P.O. Jagannathpur, Distt. Singhbhum-833203	Vice-Chancellor Birsa Agricultural University, Kanke, Ranchi (Bihar) 834006	1983
38.	Training Organiser, Krishi Vigyan Kendra, Ramkrishna Mission Ashram, P.O. Morabadi, Ranchi-834008	Secretary, Ramkrishna Mission Ashram Morabadi, Ranchi-834008 (Bihar)	1977
39.	Training Organiser, Krishi Vigyan Kendra, Sujani, P.O. Ghorlash, Distt. Deoghar-814152	General Secretary, Santhal Paharia Seva Mandal, Deoghar-714152 (Bihar)	1985
40.	Training Organiser, Krishi Vigyan Kendra, Holycross V.T.I., Hazaribagh-825301	Directoress, Holycross V.T.I., Hazaribagh-825301 (Bihar)	1984
41.	Training Organiser, Krishi Vigyan Kendra, P.O. Sokhodeora, Distt. Nawada-805106	General Secretary, Gram Nirman Mandal Ashram Sokhodeora-805106 Distt. Nawada (Bihar)	1979
42.	Training Organiser, Krishi Vigyan Kendra, Banvasi Seva Kendra, P.O. Adhaura, Kaimur Plateau, Bhabhua-821116	President, Banvasi Seva Kendra, Adhaura, Kaimur Plateau Distt. Bhabhua-821116 (Bihar)	1992
<b>Delhi</b>			
43.	Training Organiser, Krishi Vigyan Kendra, Ujwa, New Delhi-110073	Chairman, NAFED/NHRDF, New Delhi	1995
<b>Goa</b>			
44.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex, Ela, Old Goa-403202	Officer On Special Duty ICAR Research Complex, ELa, Old Goa-403202	1984
<b>Gujarat</b>			
45.	Training Organiser, Krishi Vigyan Kendra, Bharauch	Chairman Bhartiya Agro-Industries Foundation, Pune (Maharashtra)	1994
46.	Training Organiser, Krishi Vigyan Kendra, Mangal Bharti Golagamadi, Bahadurpur, Baroda-391125	Chairman Mangal Bharti, Golag Mandi, Vadodara	1994
47.	Training Organiser, Krishi Vigyan Kendra,	Vice-Chancellor Gujarat Agril. Univ., Govt. Surat Bunglow, No. 6, Shahibagh, Ahmedabad (Gujarat)	1994

1	2	3	4
48.	Training Organiser, Krishi Vigyan Kendra, Dessa, Distt. Banaskantha-385535	-do-	1976
49.	Training Organiser, Krishi Vigyan Kendra, Regional Hill Millet Research Station, Waghai, Distt. Dang	Vice-Chancellor Gujarat Agril. Univ. Govt. Bungalow, No.6, Shahibagh Ahmedabad (Gujarat)	1985
50.	Training Organiser, Krishi Vigyan Kendra, Devgarh Baria, Distt. Panchamahals-389380	-do-	1976
51.	Training Organiser, Krishi Vigyan Kendra, Devtaj (Sojitra), Distt. Kheda-387240	-do-	1985
52.	Training Organiser, Krishi Vigyan Kendra, Vill. Randhja, Distt. Gandhinagar-383630	-do-	1977
53.	Training Organiser, Krishi Vigyan Kendra, P.O. Ambheti Ashram, Via Vapi, Distt. Valsad-396191	-do-	1992
54.	Training Organiser, Krishi Vigyan Kendra, Samoda, Ganwada, Taluka, Sidhpur, Distt. Mehsana-384130	Director, Saraswati Gram Vidyapeeth, Samoda, Distt. Mehsana, (Gujarat)	1992
55.	Training Organiser, Krishi Vigyan Kendra, Mundra, Distt. Kutch-370421	Chairman, Rural Agro. Research & Development Society, Gandhigram Road, Juhu, Bombay	1992
<b>Haryana</b>			
56.	Training Organiser, Krishi Vigyan Kendra, Seema Theater Commercial Complex, Court Road, Panipat-132103	Vice-Chancellor Haryana Agril. University, Hissar (Haryana)	1993
57.	Training Organiser, Krishi Vigyan Kendra, No.2 Rajendra Park, Mahesh Nagar, Ambala Cant, Ambala	President, Society for Creation of Heaven on Earth, Chanakyapuri, N. Delhi	1993
58.	Training Organiser, Krishi Vigyan Kendra, Plot No. 82, Auto Market, Sadulpur, Hissar-125052	Vice-Chancellor Haryana Agricultural University Hisar (Haryana) 125004	1989
59.	Training Organiser Krishi Vigyan Kendra P.O. Peoda, Kaithal-132027	Vice-Chancellor Haryana Agricultural University Hisar (Haryana) 125004	1992

1	2	3	4
60.	Training Organiser, Krishi Vigyan Kendra, House No.2131, Urban Estate Jind-126102	Vice-Chancellor Haryana Agricultural University Hisar (Haryana)-125004	1992
61.	Training Organiser, Krishi Vigyan Kendra, 430/13, Urban Estate Kurukshetra-132118	-do-	1992
62.	Training Organiser, Krishi Vigyan Kendra, Sector-14, House No. 449 Sonapat-131001	-do-	1992
63.	Training Organiser, Krishi Vigyan Kendra, House No.604, Sector-16A, Faridabad-121001	-do-	1992
64.	Training Organiser, Krishi Vigyan Kendra, House No.269-4, Model Town, Yamunanagar-135001	-do-	1992
65.	Training Organiser, Krishi Vigyan Kendra, Sri B.B. Ashram, Rampura, Rewari-123401	Secretary Bhagwat Bhakti Ashram, Rampura, Distt. Rewari (Haryana)	1983
66.	Training Organiser, Krishi Vigyan Kendra, IARI, Shikohpur, Gurgaon-122001	Director, Indian Agricultural Research Institute New Delhi-110012	1983
67.	Training Organiser, Krishi Vigyan Kendra, National Dairy Research Institute Karnal-132001	Director, National Dairy Research Institute, Karnal-132001 (Haryana)	1976
<b>Himachal Pradesh</b>			
68.	Training Organiser, Krishi Vigyan Kendra, HPKV, Unna-174303	Vice Chancellor Himachal Pradesh Krishi Vigyan-Vishwavidyalaya Palampur (HP)	1993
69.	Training Organiser, Krishi Vigyan Kendra, Mandi	-do-	1993
70.	Training Organiser, Krishi Vigyan Kendra, Vill. Kudowada, PO Channer Indara, Distt. Kangra-176401	Chairman, Foundation for Organisational Research & Education, New Delhi	1993
71.	Training Organiser, Krishi Vigyan Kendra Sharbo at Rekong Peo Kinnaur-171107	Vice-Chancellor YSPUH&F, Solan	1995

1	2	3	4
72.	Training Organiser, Krishi Vigyan Kendra, YSPUHF, Near Petrol Pump, Rohru, Shimla-171207	Vice-Chancellor YSPUH & F. Solan	1995
73.	Training Organiser, Krishi Vigyan Kendra, HPKV Reg. Res. Stn., Dhaula Kuan, Distt. Sirmur-173001	Vice-Chancellor Himachal Pradesh Krishi Vishwa Vidyalaya, Palampur-176062 (HP)	1982
74.	Training Organiser, Krishi Vigyan Kendra, Agril. Research Station, Bajaura, Kullu-175125	-do-	1985
75.	Training Organiser, Krishi Vigyan Kendra, Bara Distt. Hamirpur-177044	-do-	1989
76.	Chief Training Organiser, Krishi Vigyan Kendra, P.O. Sultanpur, Baloo Distt. Chamba-176314 (H.P.)	Vice-Chancellor Y.S.P.U.H. & F Solan (H.P.)	1991
<b>Jammu &amp; Kashmir</b>			
77.	Training Organiser, Krishi Vigyan Kendra, Leh	Vice-Chancellor, S.K. University of Agricultural Sciences & Technology, Srinagar	1993
78.	Training Organiser, Krishi Vigyan Kendra, Kalibari, Kathua-184104	Secretary Shiv Gramodyog Mandal, Kathua (J&K)	1993
79.	Training Organiser, Krishi Vigyan Kendra, Malangpura, Distt. Anantnag	Vice-Chancellor Sher-e-Kashmir Univ. of Agril. Sci. & Tech., Dalgate Srinagar (J&K)	1983
80.	Training Organiser, Krishi Vigyan Kendra, Agril. Res. Stn., R.S. Pura, Distt. Jammu-181102	-do-	1992
<b>Karnataka</b>			
81.	Training Organiser, Krishi Vigyan Kendra, Suttur, Mysore	President, JSS Rural Development Foundation, Mysore	1994
82.	Training Organiser, Krishi Vigyan Kendra, Chikkabalapur, Kolar	President Karnataka Welfare Society, Chikabalapur (Kular)	1994
83.	Training Organiser, Krishi Vigyan Kendra, Hegari, Bellary	Vice-Chancellor University of Agril. Sciences, Dharwad	1994
84.	Training Organiser, Krishi Vigyan Kendra, Tukanatti Gohak, Belgaum-591319	President Belgaum Integrated Rural Development Society, Belgaum	1994

1	2	3	4
85.	Training Organiser, Krishi Vigyan Kendra, Reg. Res. Stn., Raichur	Vice-Chancellor, University of Agril. Sciences Dharwad	1994
86.	Training Organiser, Krishi Vigyan Kendra, Hunumanamatti-581135, Distt. Dharwad	-do-	1977
87.	Training Organiser, Krishi Vigyan Kendra, Agril. Research Station Janawada, Bidar	Vice-Chancellor, University of Agril. Sciences, Dharwad	1985
88.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Mudigere-577132	Vice-Chancellor University of Agri. Science Bangalore (Karnataka)	1985
89.	Training Organiser, Krishi Vigyan Kendra, (UAS), Kandali, Distt. Hassan	-do-	1992
90.	Training Organiser, Krishi Vigyan Kendra, Gonikoppal-571213 Distt. Kodagu	Director, IIHR, 255-Upper Palace, Orchards, Bangalore-560079 (Karnataka)	1976
91.	Training Organiser, Krishi Vigyan Kendra, K.H. Patil Agril. Science Foundation Hulkoti-582205 Gadag Taluk, Distt. Dharwad	Chairman Agricultural Sciences Foundation, Hulkoti-582205 Distt. Dharwad (Karnataka)	1985
<b>Kerala</b>			
92.	Training Organiser, Krishi Vigyan Kendra, Pathenamthitta	Chairman Christian Agency for Rural Development, Thiruvalla, Pethennamthitta (Kerala)	1994
93.	Training Organiser, Krishi Vigyan Kendra, Sadanandapuram, Kollam	Vice-Chancellor Kerala Agril. University Mannuthy-680651 Thrissur (Kerala)	1994
94.	Training Organiser, Krishi Vigyan Kendra, Chakkupallam Idukki	President, Bapooji Sewak Samaj, Chakkupallam, Idukki (Kerala)	1994
95.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Pattambi-679306 Distt. Palghat	Vice-Chancellor Kerala Agril. Univ., Mannuthy-680651 Thrissur (Kerala)	1979

1	2	3	4
96.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station Ambalavayal-673593 Distt. Wynad	Vice-Chancellor Kerala Agril. Univ. Mannuthy-680651 Thrissur (Kerala)	1984
97.	Training Organiser, Krishi Vigyan Kendra, Central Marine Fisheries, Res. Stat., Narakkal-682505, Ernakulam	Director Central Marine Fisheries Research Institute Distt. Cochin (Kerala)	1976
98.	Training Organiser, Krishi Vigyan Kendra, Mitraniketan, Vellanad-696543 Distt. Trivandrum	President Mitraniketan, Vellanad, Distt. Trivandrum-696543 (Kerala)	1979
99.	Training Organiser, Krishi Vigyan Kendra, Central Plantation Crops Research Institute Kasargod-671124	Director Central Plantation Crops Research Institute, Kasargod-671124 (Kerala)	1991
100.	Training Organiser, Krishi Vigyan Kendra, Peruvannamuzhi, Distt. Calicut-673012	Director Indian Species Research Instt., Calicut (Kerala)	1992
<b>Madhya Pradesh</b>			
101.	Training Organiser, Krishi Vigyan Kendra, Block Office Compound, Seoni	Vice-Chancellor Jawaharlal Nehru Krishi Vishwa Vidyalaya, Jabalpur (MP)	1994
102.	Training Organiser, Krishi Vigyan Kendra, Near Lalitpur Naka, Tikamgarh-472001	-do-	1994
103.	Training Organiser, Krishi Vigyan Kendra, College of Agril. Warwadi Farm, Khandwa	Vice-Chancellor, Jawaharlal Nehru Krishi Vishwa Vidyalaya Jabalpur (MP)	1994
104.	Training Organiser, Krishi Vigyan Kendra, Kathi Bagh, Rajgarh	-do-	1994
105.	Training Organiser, Krishi Vigyan Kendra, Post Aaraon, Guna	-do-	1994
106.	Training Organiser, Krishi Vigyan Kendra, Sorguja	Vice-Chancellor Indira Gandhi Krishi Vishwa Vidyalaya, Raipur (MP)	1994
107.	Training Organiser, Krishi Vigyan Kendra, Joara, Kalukeda, Distt. Ratlam-457340	President Kalukheda Shiksha Samiti Ratlam	1994



1	2	3	4
108.	Training Organiser, Krishi Vigyan Kendra, IGKVV, Research Station, Sarkanda Farm, Bilaspur-495001	Vice-Chancellor Indhira Gandhi Krishi Vishya Vidhalaya, Raipur (MP)	1984
109.	Training Organiser, Rana Hanuman Singh Krishi Vigyan Kendra, Bydgaon Block-Kirnapur, P.O.-Pala Balaghat-481115	-do-	1992
110.	Training Organiser, Krishi Vigyan Kendra, College of Veterinary and Animal Husbandry Science, Gokulan, G.E.Road, Anjora, Durg-491001	-do-	1992
111.	Chief Training Organiser, Krishi Vigyan Kendra, Reg. Agril. Res. Station Chandangaon, Chhindwara (M.P.)	Vice-Chancellor J.N.K.V.V. Jabalpur (M.P.)	1983
112.	Training Organiser, Krishi Vigyan Kendra, JNKVV Farm, Jhabua-457661	Vice-Chancellor Indhira Gandhi Krishi Vishya Vidhalaya, Raipur (MP)	1984
113.	Training Organiser, Krishi Vigyan Kendra, Goviana Site Post Box-7 Sidhi, Distt. Sidhi-486661	-do-	1992
114.	Training Organiser, Krishi Vigyan Kendra, Birhulia Farm, Shahdol	-do-	1992
115.	Training Organiser, Krishi Vigyan Kendra, Central Institute of Agriculture Engineering (ICAR), Nabibagh, Berasia Road, Bhopal-462018	Director CIAE, Nabibagh, Barasia Road, Bhopal-462018 (MP)	1979
116.	Training Organiser, Krishi Vigyan Kendra, Mata Rukmini Seva Sansthan, P.O. Jagdalpur, Distt. Bastar-494001	Secretary Mata Rukmini Seva Sansthan, Via. Dimrapal, P.O. Jagdalpur, Distt. Bastar-494001 (MP)	1992
117.	Training Organiser, Krishi Vigyan Kendra, Malwa Mahila Vikas Samiti, P.O. Sironj, Distt. Vidisha-464228	President Shri Malwa Mahila Vikas Samiti, 32, Niyamatpura, Shajahanbad Bhopal (MP)	1992
118.	Training Organiser, Krishi Vigyan Kendra, Kasturbagandhi National Memorial Trust, Kasturbagram, Indore-420020	Secretary Kasturbagandhi National Memorial Trust, Kasturbagram Indore (MP)-450020	1976

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119.	Training Organiser, Krishi Vigyan Kendra, Deendayal Research Institute Majhgawan, Satna-485331	Chairman Deen Dayal Research Institute 7-E, Swami Ram Tirth Nagar, Rani Jhansi Road, New Delhi	1992
<b>Maharashtra</b>			
120.	Training Organiser, Krishi Vigyan Kendra, Y.C. Maharashtra Open. Univ. Nasik-422005	Vice-Chancellor, Yashwantrao Chavan Maharashtra Open University, Nasik (Maharashtra)	1994
121.	Training Organiser, Krishi Vigyan Kendra, Bhagyanagar, Parbhani-431401	President, Jeevan Jyto. Charitable Trust, Parbhani (Maharashtra)	1994
122.	Training Organiser, Krishi Vigyan Kendra, P.O. Talasadi, Kolhapur-416012	D.Y. Patil Education Society, Talashande, Kolhapur (Maharashtra)	1994
123.	Training Organiser, Krishi Vigyan Kendra, Jalgaon-Jamod, Buldana-443402	Chairman, Satpuda Education Society, Jalgaon-Jamod, Buldana (Maharashtra)	1994
124.	Training Organiser, Krishi Vigyan Kendra, CICR P.O. No.225, Nagpur-440001	Director, Central Instt. of Cotton Research, Nagpur (Maharashtra)	1994
125.	Chief Training Organiser, Krishi Vigyan Kendra, Durgapur, Amravati, (M S)	President, Sharam Sadhna Trust, 57-Congress Nagar, Amravati (M.S.)	1995
126.	Chief Training Organiser, Krishi Vigyan Kendra, Ghatkhed, Amravati, (M.S.)	President, Shram Safalya Foundation, Madhuban Colony Camp., Amravati (M.S.)	1995
127.	Training Organiser, Krishi Vigyan Kendra, HIG Colony, Near ITI, Nanded	Chairman, Jawaharlal Nehru Institute of Education Science & Techn. Res., Nanded, (Maharashtra)	1995
128.	Training Organiser, Krishi Vigyan Kendra, 51, Railway Lines, Solapur-413001	President, Shabari Krishi Pratishtan, Solapur (Maharashtra)	1994
129.	Training Organiser, Krishi Vigyan Kendra, Karda Risod, Akola-444106	President, SUVIDE Foundation RISOD, Akola (Maharashtra)	1994
130.	Training Organiser, Krishi Vigyan Kendra, Poip Adarsh Krishi, Sindhudurg-416622	President, Poip Falaotpadan Sahakar Samiti Sindhudurg (Maharashtra)	1995
131.	Training Organiser, Krishi Vigyan Kendra, Selsura, Distt. Wardha	Vice-Chancellor, Punjabrao Krishi Vidyapeeth, Krishinagar, Akola (Maharashtra)	1976

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132.	Training Organiser, Krishi Vigyan Kendra, Paithan Road, Aurangabad-431005	Vice-Chancellor, Marathwada Agril. University, Parbhani (MS)-415712	1983
133	Training Organiser, Krishi Vigyan Kendra, Shirgaon, Distt. Ratnagiri	Vice-Chancellor, Konkan Krishi Vidyalyaya Dapoli Ratnagiri (Maharashtra) 415712	1983
134.	Training Organiser, Krishi Vigyan Kendra, Agril. Research Station, Dhule, Distt. Dhule-424004	Vice-Chancellor, Mahatma Phule Krishi Vidyapeeth Rahuri-413712 (MS)	1983
135.	Training Organiser, Krishi Vigyan Kendra, Gokhale Education Society, Koabad Hill-401103 Distt Thane	Secretary Gokhale Education Society, BYK College of Commerce Nasik (MS)	1976
136.	Training Organiser, Krishi Vigyan Kendra, Satpura Vikas Mandal, Pal. Taluka: Raver, Distt Jalgaon-425508	Chairman, Satpura Vikas Mandal Pal. Taluka: Raver, Distt. Jalgaon (MS)	1984
137.	Training Organiser, Krishi Vigyan Kendra, Adarsh Colony, Village-Ambajogai, Distt Beed-431517	Chairman, Deen Dayal Research Institute &-E. Swami Ram Tirth Nagar, Rani Jhansi Road, New Delhi	1992
138	Training Organiser, Krishi Vigyan Kendra, Kalavade, Karad, Distt. Satara-415110	Chairman, Kalyani Gorakshan Trust, A/2, Priyadarshan Apartment, Koregaon Road, Pune (MS)	1992
139.	Training Organiser, Krishi Vigyan Kendra, Sharda Nagar, Baramati-413115 Distt Pune	Chairman, Agril. Development Trust, Sharda Nagar, Baramati, Distt. Pune	1992
140.	Training Organiser, Krishi Vigyan Kendra, Babhleshwar, Shrirampur Tal. Distt Ahmednagar-413736	Chairman, Pravara Instt. of Res. & Edu. In Natural & Soc. Sci., Parvaranagar, Distt. Ahmednagar (MS)	1992
141	Training Organiser, Krishi Vigyan Kendra, C-413, Vasant Dada Sakar, Sahakar Karkhan, Distt Sangli-416416	President, Vasant Prakash Vikas Pratishthan, Opp Sahhari, Sakhar Karkhana Ltd., Sangli-416416 (MS)	1992
142	Training Organiser, Krishi Vigyan Kendra, P.B. No.45, S.P. Road, Distt. Jalna-431203	Secretary, Marathwada Sheti Sahayya Mandal, P.B. No. 45, Sardar Patel Road, Jalna-431203 (MS)	1992

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<b>Manipur</b>			
143.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, Lamphel, Imphal-795004 Manipur	Director, ICAR Complex for NEH Region, Umroi Road, Barapani-793103 (Meghalaya)	1979
<b>Meghalaya</b>			
144.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, Sansan Girri, Bobasipara, Tura-794005 West Garo Hills, Meghalaya	Director, ICAR Complex for NEH Region Umroi Road, Barapani-793103 (Meghalaya)	1979
<b>Mizoram</b>			
145.	Training Organiser, Krishi Vigyan Kendra, State Deptt. of Agril. Hnahthial Lunelet, Mizoram	Director of Agriculture, Govt of Mizoram Aizawal (Mizoram)	1995
146.	Training Organiser, Krishi Vigyan Kendra, Farm Science Centre, Deptt. of Agril., Govt. of Mizoram, Kolasib-796081, Mizoram	Director of Agriculture, Govt. of Mizoram Aizawal (Mizoram)	1979
<b>Nagaland</b>			
147.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, Jharanpani, Medziphema-797106 Nagaland	Director, ICAR Complex for NEH Region, Umroi Road, Barapani, Shillong (Meghalaya)793103	1977
<b>Orissa</b>			
148.	Training Organiser, Krishi Vigyan Kendra, Dhenkanal, Cuttack, (Orissa)	Director, C.R.R.I. Cuttack (Orissa)	1994
149.	Chief Training Organiser, Krishi Vigyan Kendra, Angul, (Orissa)	-do-	1994
150.	Training Organiser, Krishi Vigyan Kendra, Kendrapada	Vice-Chancellor, Orissa University of Agril. & Technology, Bhubaneswar (Orissa)	1994
151.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Semiliguda, P.Box 10, Sunabeda-763002 Distt. Koraput	Vice-Chancellor, Orissa University of Agril. & Technology, Bhubaneswar (Orissa)	1982

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152.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Judia Farm, P.O. Distt. Keonjhar, Keonjhar-758002	Vice-Chancellor Orissa University of Agril. & Technology, Bhubaneswar (Orissa)	1982
153.	Training Organiser, Krishi Vigyan Kendra, P.O. Devog via Singila, Baliapal, Distt. Balasore-756026	-do-	1983
154.	Training Organiser, Krishi Vigyan Kendra, Bhanjanagar, At : Benakunda, P.O. Dihapadhal, Via Bhanjanagar, Distt. Ganjam-761126	-do-	1985
155.	Training Organiser, Krishi Vigyan Kendra, Gambharipalli, P.O. Larambha, Distt. Sambalpur-768102	-do-	1992
156.	Training Organiser, Krishi Vigyan Kendra, P.O. Udyagiri, Distt. Phulbani-762100	Vice-Chancellor, Orissa University of Agril. & Technology, Bhubaneswar (Orissa)	1982
157.	Training Organiser, Krishi Vigyan Kendra, Reg. Res. Stn., NARP Campus, Bhawani Patna, Distt. Kalahandi (Orissa)	-do-	1992
158.	Training Organiser, Krishi Vigyan Kendra, CIFA, Kausalyaganga, Dhaulti, Bhubaneswar-751002	Director, CIFA, Kausalyaganga Dhaulti, Bhubaneswar-751002 (Orissa)	1976
159.	Training Organiser, Krishi Vigyan Kendra, Santhpur.	Director CRRI, Cuttack (Orissa)	1992
<b>Pondicherry</b>			
160.	Training Organiser, Krishi Vigyan Kendra, Madur, Karaikal-609607	Chief Secretary, Govt. of Pondicherry Chief Secretariate Bldg., Pondicherry-605009	1994
161.	Training Organiser, Krishi Vigyan Kendra, Kusumbapet, Pondicherry-605009	-do-	1974
<b>Punjab</b>			
162.	Training Organiser, Krishi Vigyan Kendra, Kheri, Distt. Sangrur.	Vice-Chancellor, Punjab Agril. University, Ludhiana-141004 (Punjab)	1993

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163.	Training Organiser, Krishi Vigyan Kendra, Reg. Res. Stn., Faridkot-151203	Vice-Chancellor Punjab Agril University Ludhiana-141004 (Punjab)	1994
164.	Training Organiser, Krishi Vigyan Kendra, Langroya, Distt. Nawan Shahar	-do-	1994
165.	Training Organiser, Krishi Vigyan Kendra, Hardochani Road, Old, Gurunanak College Building, Gurudaspur, Distt. Gurudaspur-143521	Vice-Chancellor, Punjab Agricultural University Ludhiana (Punjab)-140004	1982
166.	Training Organiser, Krishi Vigyan Kendra, Malwal Farm, G.T. Road, Ferozpur, Distt. Ferozpur-152001	-do-	1988
167.	Training Organiser, Krishi Vigyan Kendra, Near Kheti Bhawan, Dabawali Road, Bhatinda-151001	-do-	1989
168.	Training Organiser, Krishi Vigyan Kendra, Bahawal, Distt. Hoshiarpur-146105	-do-	1989
169.	Training Organiser, Krishi Vigyan Kendra, P.B. No.22, Village : Rauni, Distt. Patiala-147001	-do-	1989
170.	Training Organiser, Krishi Vigyan Kendra, Sultanpur Road, Near New Grain Market, Kapurthala, Distt. Kapurthala-144601	-do-	1989
171.	Training Organiser, Krishi Vigyan Kendra, Abhor, Firozpur	Director Central Institute of Post Harvest Engineering & Technology, Ludhiana (Punjab)	1992
<b>Rajasthan</b>			
172.	Training Organiser, Krishi Vigyan Kendra, Dhoinda, Rajsamand-313342	Vice-Chancellor Rajasthan Agril. University, Bikaner-334001 (Rajasthan)	1994
173.	Training Organiser, Krishi Vigyan Kendra, Station Road, Anta, Baran-325202	-do-	1994

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174.	Training Organiser, Krishi Vigyan Kendra, Teachers Colony, Gupteshwar Road, Dausa-303303	Vice-Chancellor Rajasthan Agril. University Bikaner-334001 (Rajasthan)	1994
175.	Training Organiser, Krishi Vigyan Kendra, Surajgarh, Jhunjhunu	-do-	1995
176.	Training Organiser, Krishi Vigyan Kendra, Borwat Agril. Research Station, Distt. Banaswara-327001	-do-	1983
177.	Training Organiser, Krishi Vigyan Kendra, Fathepur Sekhawati, Distt. Sikar-332301	-do-	1976
178.	Training Organiser, Krishi Vigyan Kendra, Fodder Farm, Village-Beechwal, Distt. Bikaner-334002	-do-	1983
179.	Training Organiser, Krishi Vigyan Kendra, Keshwana, Distt. Jalore-342001	-do-	1985
180.	Training Organiser, Krishi Vigyan Kendra, Kisan Vidyapeeth, Near Sarag Guest House, Kumher, Distt. Bharatpur-321001	-do-	1980
181.	Training Organiser, Krishi Vigyan Kendra, Kolar Farm Ambasweiji Gate P.O. Palri, Distt. Sirohi-307001	-do-	1989
182.	Training Organiser, Krishi Vigyan Kendra, Gonera, Deepak Bhawan, Dabla Road, Kotputli-303108, Distt. Jaipur	-do-	1989
183.	Training Organiser, Krishi Vigyan Kendra, B-33, Man Nagar, Distt. Jhunjhunu	-do-	1989
184.	Training Organiser, Krishi Vigyan Kendra, Chittorgarh-312001	-do-	1992
185.	Training Organiser, Krishi Vigyan Kendra, 30, M.P. Colony, Distt. Swaimadhapur-322001	-do-	1992

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186.	Training Organiser, Krishi Vigyan Kendra, Borkhera Farm, Kota-324001	Vice-Chancellor Rajasthan Agril. University Bikaner-334001 (Rajasthan)	1992
187.	Training Organiser, Krishi Vigyan Kendra, P.B. No. 46, Jaisalmer-345001	-do-	1992
188.	Training Organiser, Krishi Vigyan Kendra, Villa, Navgaon, Distt. Alwar	-do-	1992
189.	Training Organiser, Krishi Vigyan Kendra, Agril., Research Station, Amajia Farm, Gandhi Nagar, Distt. Bhilwara-311001	-do-	1992
190.	Training Organiser, Krishi Vigyan Kendra, Chittarapura Road, Distt. Bundi	-do-	1992
191.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Tabiji Farm, NH 08 Distt. Ajmer-305001	-do-	1992
192.	Training Organiser, Krishi Vigyan Kendra, Old City, Distt. Dhaulpur	-do-	1992
193.	Training Organiser, Krishi Vigyan Kendra, Near Badat Mat, Shastri Colony, Dungarpur-314001	-do-	1992
194.	Training Organiser, Krishi Vigyan Kendra, 9-A, Godam Ki Talai, PBox 16, Distt. Jhalawar-326001	-do-	1992
195.	Training Organiser, Krishi Vigyan Kendra, Sanjay Colony Distt. Nagpur	-do-	1992
196.	Training Organiser, Krishi Vigyan Kendra, V.P. Tankarda, Chomu, Jaipur	Secretary Pragati Trust, Chomu, Jaipur (Raj.)	1992
197.	Training Organiser, Krishi Vigyan Kendra, Banasthali Vidhya Pith, Distt. Tonk-304022	Secretary Banasthali Vidyapeeth Banasthali, Distt. Tonk (Raj.)	1992
198.	Training Organiser, Krishi Vigyan Kendra, CAZRI, Jodhpur-342003	Director CAZRI, Jodhpur-342003 (Rajasthan)	1983



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199.	Training Organiser, Krishi Vigyan Kendra, RRS, CAZRI, Pali-Marwar-306401	Director CAZRI Jodhpur-342003 (Rajasthan)	1992
200.	Training Organiser, Krishi Vigyan Kendra, Vidya Bhawan, Badgaon, Udaipur-313001	President Vidya Bhawan Society Udaipur-313001 (Rajasthan)	1983
201.	Training Organiser, Krishi Vigyan Kendra, Gandhi Vidya Mandir, Sardar Shahar, Distt. Churu-311401	The Registrar Gandhi Vidya Mandir, Sardar Shahar Distt. Churu (Raj.)	1992
202.	Training Organiser, Krishi Vigyan Kendra, Gayatri Shant Peeth Distt. Barmer-344001	The Secretary Society to Uplift Rural Economy, Barmer (Raj.)	1992
203.	Training Organiser, Krishi Vigyan Kendra, Sangaria, Distt. Sri Ganganagar	President Keshyanand Memorial Trust, Sangaria, Sri Ganganagar (Raj.)	1989
<b>Sikkim</b>			
204.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, Saramasa, Ranipool-737135, East Sikkim, Sikkim	Director, ICAR Complex for NEH Region Umroi Road, Barapani-793103 Meghalaya	1982
<b>Tamil Nadu</b>			
205.	Training Organiser, Krishi Vigyan Kendra, Dharmapuri	President Tamil Nadu Board of Rural Development, T. Nagar, Madras-500012 (Tamil Nadu)]	1994
206.	Training Organiser, Krishi Vigyan Kendra, Salem	Vice-Chancellor Tamil Nadu Agricultural University, Coimbatore-641003 (TN)	1994
207.	Training Organiser, Krishi Vigyan Kendra, Tenkosi, Nellai Kattabomman-627852	Chairman Ratnavel Subramaniam Kattabomman Educational Trust, Dindigul (Tamil Nadu)	1994
208.	Training Organiser, Krishi Vigyan Kendra, Katchipuram via, Theni, Madurai-626520	Chairman Centre for Development and Communication Trust, Theni, Madurai-626520 (Tamil Nadu)	1994
209.	Training Organiser, Krishi Vigyan Kendra, Allikulam, Mundradaipu, P.O. Kaniapatti, Kamarajar-626102	Chairman, Meyer's Trust, Madurai, (Tamil Nadu)	1995

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210.	Training Organiser, Krishi Vigyan Kendra, Tanjavur, RVS Campus, Sultur-641402	President Bhaktava Memorial Trust, 596, A1 & A2, TNHB Colony, Pariyar Nagar, Korathur, Madras-600080 (Tamil Nadu)	1995
211.	Training Organiser, Krishi Vigyan Kendra, Distt. Chidambarnar	Chairman, SCAD, Cheranodevi, Distt. Tirunelveli-627414	1995
212.	Training Organiser, Krishi Vigyan Kendra, PMT District	Vice-Chancellor Tamil Nadu University of Vety. & Animal Sciences, Madavaram, Madras-600051 (Tamil Nadu)	
213.	Training Organiser, Krishi Vigyan Kendra, Kumara Parumal Farm Science Surugama, Trichy-639115	Vice-Chancellor Tamil Nadu Agricultural University Coimbatore-641003 (Tamil Nadu)	1977
214.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Vridhachalam-606001 South Arcot Distt.	-do-	1985
215.	Training Organiser, Krishi Vigyan Kendra, Kattupakkam-603203, Changai, MGR Distt.	-do-	1985
216.	Training Organiser, Krishi Vigyan Kendra, Sri Avinashilingam Rural Centre, Vivekanandapuram, Karamada Block, Coimbatore-641113 Distt.	Secretary, Sri Avinashilingam Rural Centre, Vivekanandapuram, Coimbatore, (Tamil Nadu)	1979
217.	Training Organiser, Krishi Vigyan Kendra, UPASI, Glenview, Coonoor-643101 Nilgiri Distt.	Secretary, UPASI, Glenview, Coonoor-643101 Nilgiri Distt. (Tamil Nadu)	1983
218.	Training Organiser, Krishi Vigyan Kendra, Gandhigram Rural Instt., Dindigul Anna Distt. Navalur Kuttapattu, Trichy-634302	Secretary, Gandhigram Rural Instt., Gandhigram-624302, Dindigul Anna Distt (TN)	1989
219.	Training Organiser, Krishi Vigyan Kendra, Talamalai Centre of MYRADA, Talaivadi Block, Sathyamangalam Taluk, Periyar-638461 Distt.	Executive Director, MYRADA No.2, Service Road, Domlur Layout, Bangalore-560071 (TN)	1991

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220.	Training Organiser, Vedapuri Krishi Vigyan Kendra, Kilnelli Village, Vembakkam Block, Cheyyar Taluk, Thiruvannamalai, Samabuarayar Distt.	President, Tamil Nadu Board of Rural Development No.13, Crescent Park, Street, T. Nagar, Madras-500017	1991
<b>Tripura</b>			
221.	Training Organiser, Krishi Vigyan Kendra, ICAR Complex for NEH Region, Birchandra Manu, Manpathar-799144 (South Tripura)	Director, ICAR Research Complex, Umroi Road, Barapani-793103 Meghalaya	1984
222.	Training Organiser, Krishi Vigyan Kendra, Divyodaya, ICAR Complex for NEH Region, Dibanandapali, Chebri-799207, Khowai, Sub Division, West Tripura	General Secretary, Sri Ramakrishna Seva Kendra, 23, R.N. Mukherjee Road, Calcutta-700001 (W.B.)	1979
<b>Uttar Pradesh</b>			
223.	Training Organiser, Krishi Vigyan Kendra, Kanpur Road, Daroga Khera, P.O. Anrawn, Lucknow	Chairman, National Instt. of Agriculture Kanpur Road, Daroga Khera, P.O. Anrawn, Lucknow (UP)	1994
224.	Training Organiser, Krishi Vigyan Kendra, Bachat Bhavan, Collectorate Compound, Shahjahanpur	Vice-Chancellor G.B. Pant University of Agril. & Technology, Pantnagar (UP)	1994
225.	Training Organiser, Krishi Vigyan Kendra, P.O. Gulchora (Lohaghat) Pithorgarh-262524	G.B. Pant University of Agril. & Technology, Pantnagar (UP)	1994
226.	Training Organiser, Krishi Vigyan Kendra, Jalalpur, Muzzaffarnagar	President, Swami Kalyan Dev Trust, Muzzaffarnagar (UP)	1994
227.	Training Organiser, Krishi Vigyan Kendra, Barabanki	Secretary, Bharat Gramin Vikas Sanstha, Barabanki (UP)	1996
228.	Training Organiser, Krishi Vigyan Kendra, Crop Research Station, Behraich	Vice-Chancellor, Narendra Deva University of Agriculture & Technology, Kumarganj, Faizabad (UP)	1983
229.	Training Organiser, Krishi Vigyan Kendra, Ballia, P.O. Sohoan, Ballia-277504	-do-	1984
230.	Training Organiser, Krishi Vigyan Kendra, MAU, P.O. Haldhapur, Distt. Mau-221705	-do-	1989

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231.	Training Organiser, Krishi Vigyan Kendra, S-4/50A, Mahaveer Road, Ardally Bazar, Varanasi-221001	-do-	1989
232.	Training Organiser, Krishi Vigyan Kendra, Banjaria Farm, P.O. Katya, Distt. Basti-272302	-do-	1989
233.	Training Organiser, Krishi Vigyan Kendra, Regional Research Station, Bharari, P.O. Bhojla, Jhansi-284003	Vice-Chancellor, Chandra Shekar Azad University of Agricultural and Technology, Kanpur-268002 (UP)	1983
234.	Training Organiser, Krishi Vigyan Kendra, Dairy Farm, Vety. College, Mathura-281001	-do-	1984
235.	Training Organiser, Krishi Vigyan Kendra, Dariapur Farm, P.O. Munsiganj, Distt. Rai Bareilly-229405	Vice-Chancellor, Chandra Shekar Azad University of Agricultural and Technology, Kanpur-208002 (UP)	1984
236.	Training Organiser, Krishi Vigyan Kendra, Tharion Farm, Fatehpur, Allahabad G.T. Road, Distt. Fatehpur	-do-	1989
237.	Training Organiser, Krishi Vigyan Kendra, Central Dairy Farm, Distt. Aligarh	-do-	1992
238.	Training Organiser, Krishi Vigyan Kendra, Ranichauri, Distt Tehri Garhwal-249199	Vice-Chancellor, G.B. Pant University of Agriculture & Technology, Pantnagar-263145 (UP)	1983
239.	Training Organiser, Krishi Vigyan Kendra, Rice Research Station, Nagina, Distt. Bijnor-246762	-do-	1992
240.	Training Organiser, Krishi Vigyan Kendra, Chandra Nagar, Saharanpur-247001	-do-	1992
241.	Training Organiser, Krishi Vigyan Kendra, Badaun, Distt Badaun-243601	-do-	1992
242.	Training Organiser, Krishi Vigyan Kendra, 243, Vikas Bhawan, New Collectorate, Raj Nagar, Ghaziabad-201001	-do-	1992

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243.	Training Organiser, Krishi Vigyan Kendra, Indian Vety. Research Institute, Izatnagar-243122	Director, Indian Vety. Research Institute, Izatnagar-243122 (UP)	1985
244.	Training Organiser, Krishi Vigyan Kendra, Kamla Nehru Memorial Trust, Sultanpur-228118	Secretary, Kamla Nehru Memorial Trust, Sultanpur-228001 (UP)	1976
245.	Training Organiser, Krishi Vigyan Kendra, Etah Tundla Road, Awagarh-207301 Distt. Etah (UP)	Principal, Raja Balvant Singh College, Bichpuri, Agra (UP)	1982
246.	Training Organiser, Krishi Vigyan Kendra, Barkachha, Mirzapur-231001	Vice-Chancellor, Banaras Hindu University, Varanasi (UP)	1984
247.	Training Organiser, Krishi Vigyan Kendra, Jai-prabha Gram/Gopalgram, Deen Dayal Research Institute, P.O. Khargu Chandpur, Gandhi Park, Gonda-271001	Chairman, Dean Dayal Research Instt. 7-B, Swami Ram Tirth Nagar, Rani Jhansi Road, New Delhi-110005	1989
248.	Training Organiser, Krishi Vigyan Kendra, Ganiwan, Distt. Banda-210206	-do-	1992
249.	Training Organiser, Krishi Vigyan Kendra, Allahabad Agril. Institute Distt. Allahabad-211007	The Director, Allahabad Agril. Institute, Naini, Allahabad	1992
250.	Training Organiser, Krishi Vigyan Kendra, Sohna, Distt. Sidharth Nagar-272193	The President, Leond Tel Area Develop. Soc., Village & P.O. Sohna, Sidharth Nagar (UP)	1992
251.	Training Organiser, Swami Kalyan Dev, Krishi Vigyan Kendra, Hastinapur, Distt. Meerut-250404	President, Gandhi Polytechnic, (Krishi Vidylaya Society, Hastinapur) Distt. Meerut (UP)	1992
252.	Training Organiser, Krishi Vigyan Kendra, Zila Panchayat Bhavan, Distt. Rampur-244901	Vice-Chancellor GBPUA&T, Pantnagar, (UP)	1992
<b>West Bengal</b>			
253.	Training Organiser, Krishi Vigyan Kendra, Durgapur. Burdwan-713212	Chairman, Hindustan Fertiliser Corp. Ltd., New Delhi	1994
254.	Training Organiser, Krishi Vigyan Kendra, Sri Niketan, Birbhum-731236	Vice-Chancellor, Vishwa Bharti Shanti, Niketan, Bolepur (WB)	1994

1	2	3	4
255.	Training Organiser. Krishi Vigyan Kendra. Brackishwater Experimental Fish Farm, P.O. Kakdwip-743347	Director. Central Inland Capture Fisheries Research Institute Barrackpore-743101	1979
256	Training Organiser. Krishi Vigyan Kendra Kappari, Distt. Midnapore-721505	President. Seva Bharti Kappari Distt. Midnapore (WB)-721505	1976
257	Training Organiser. Krishi Vigyan Kendra Ramshai, Distt. Jalpaiguri-735219	General Secretary. Sri Ramkrishna Seva Kendra. 23 R.N. Mukherjee Road. Calcutta-700001. (WB)	1983
258.	Training Organiser. Krishi Vigyan Kendra, P.O. Sonamukhi, Distt. Bankura-722207	Executive Vice-Chairman. West Bengal Comprehensive. Area Development Corporation 6-A Raja Subodh Mullick Square Calcutta (WB)	1983
259.	Training Organiser. Krishi Vigyan Kendra. Sri Ramkrishna Ashram. PO Nimpith Ashram South 24-Parganas-743338	Chairman Sri Ramkrishna Ashram. Distt. 24-Parganas (Sunderban) (WB)	1979
260	Training Organiser Krishi Vigyan Kendra. Vivekanand Nagar Distt. Purulia-723147	President. Kalyan PO Vivekanand Nagar Distt. Purulia (WB)	1992
261	Training Organiser Krishi Vigyan Kendra. Kalimpong. Distt. Darjeeling-734301	Vice-Chancellor Bidhan Chandra Krishi Vishwa Vidyalaya. Haringhata Mohanpur (WB)	1992

**Rajdhani Express**

665 SHRI HARADHAN ROY Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have any proposal to introduce Rajdhani Express from Patna to New Delhi.

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c) The feasibility of introducing a Rajdhani Express between Patna and New Delhi is under examination and action as found feasible and justified will be taken.

**Creation of a New District in U.P.**

666 SHRI D P YADAV Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the proposal for creating Sambhal district in Uttar Pradesh is pending for a long time

(b) if so, the reasons therefor, and

(c) the time by which this new district is likely to be created?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DARI) (a) to (c) The information is being collected and will be placed on the table of the House.

[Translation]

### Cleanliness at Stations

667 SHRI SUSHIL CHANDRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the cleanliness of Bhopal and Habibganj Railways Stations is being looked after by the Railways or it has been entrusted to any private party on contract; and

(b) if so, the facts in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Cleanliness of Habibganj Railway station is being done departmentally. The cleanliness of Bhopal station including Circulating area, foot-over-bridges, platforms etc., has been given on contract for one year upto 9.1.1997. Cleanliness of the station building at Bhopal station, however, continues to be managed departmentally.

### Shatabdi Express

668. SHRI SANTOSH KUMAR GANGWAR :  
SHRI GIRDHARI LAL BHARGAVA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that Shatabdi Express was forcibly stopped recently at itawa and Tundla railway stations;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Yes, Sir. Train Number 2004 New Delhi-Lucknow Shatabdi Express was stopped out of course at Tundla and itawah on 30.6.96 by staff etc. to bid farewell to the driver who was retiring.

(c) Disciplinary proceedings initiated against the Driver and co-driver.

[English]

### Renovation of Kolhapur Railway Station

669 SHRI UDAYSINGRAO GAIKWAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether any requests for renovation of Kolhapur Railway Station had been received in the Ministry in February, 1996.

(b) whether it has been indicated that Kolhapur Railway Station building is 100 years old;

(c) whether it has also been indicated that Dispensary cum Hospital at Kolhapur Station have no sufficient staff with modern treatment facilities making the railway employees to go to Miraj and thus suffering a great deal of inconvenience during the sickness.

(d) whether Government propose to take some action on these requests;

(e) if so, details thereof, and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise.

(c) to (f) There is a lock up dispensary catering to the medical needs of about 300 Railway employees at Kolhapur. A Railway Doctor from Miraj Health Unit visits there twice a week. This Health Unit is only 13 Kms away from Kolhapur and is well connected with convenient train services. The staff strength at Kolhapur does not warrant a full fledged Health Unit at present.

### Closing Down of Polluting Industries

670. SHRI RUPCHAND PAL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether a number of industries in the country had to be closed down, on instructions by different Courts for the failure of the industries to comply with Court's directives to urgently initiate anti-pollution measures.

(b) if so, the details of the industrial units that had to be closed down during the last two years, State-wise, and

(c) the further, corrective measures taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) Yes, Sir.

(b) The information is being collected from various States and will be laid on the table of the House.

(c) The corrective measures taken by the Government for control of pollution are as under :

(i) Effluent and emission standards have been prescribed for most of the contaminants and are reviewed periodically;

(ii) Environmental guidelines have been evolved for siting and operation of industries.

(iii) Industries have been asked to comply with consent requirements of the State Pollution Control Boards.

(iv) Industries have been directed to instal necessary pollution control equipment on a time bound basis.

(v) Standards on ambient air quality have been notified.

- (vi) Noise standards for industrial zones have been notified.
- (vii) Fiscal incentives are being provided to industries for the installation of pollution control equipment and also for the shifting of polluting industries away from congested areas;
- (viii) Customs and Excise duty exemptions are being provided to the industries for installation of pollution control/monitoring equipment.
- (ix) Under an ongoing scheme assistance is being provided to clusters of small scale industrial units for setting up common effluent treatment plants

#### Bridge from Mahim to Nariman Point

671 SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA Will the Minister of RAILWAYS be pleased to state

- (a) whether there is a proposal for construction of Railway bridge from Mahim to Nariman Point
- (b) if so, the funds allocated for the project and
- (c) the time by which the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

#### Provision of Funds to Seeds Corporation of India

672 SHRI MAHENDRA SINGH BHATI Will the Minister of AGRICULTURE be pleased to state

- (a) the amount provided by the Union Government to the Seeds Corporation of India during the last five years and the purpose for which the said amount was provided
- (b) whether the desired purpose have been fulfilled.
- (c) if not the reasons therefor and
- (d) the time by which the remaining work is likely to be completed?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) Hon'ble Member may kindly clarify whether he is referring to National Seeds Corporation or State Farms Corporation of India

(b) to (d) In view of the position explained above, the question does not arise

#### Indo-Tibetan Border Police Mountaineers

673 SHRI PANKAJ CHOWDHARY :  
KUMARI UMA BHARATI

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether a team of Indo-Tibetan Border Police mountaineers had successfully scaled the highest peak of the world, the Mount Everest recently.

(b) whether they died while descending from the peak:

(c) if so, whether any investigation has been conducted to ascertain the reasons for their death, and

(d) if so, the outcome of the investigation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) Yes, Sir. Seven members of ITBP Mountaineers successfully scaled the Mount Everest—three on 10th May, 1996 and four on 17th May, 1996

(b) Three summiters of 10th May, 1996 died while descending from the peak

(c) and (d) Investigations made have revealed that these summiters while descending from the summit were trapped in a furious blizzard. A Court of Inquiry has been ordered and is in progress.

[English]

#### Quality of Food in Trains

674. SHRI R L P VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the quality of the food supplied to the railway passengers in trains and tea and snacks in the restaurants run by the Railway Catering Department is very poor and the passengers are being fleeced by the Catering Department.

(b) if so, the number of complaints received in this regard during last three years, year-wise and the action taken thereon

(c) the steps the Government propose to take to improve the quality of food, tea and snacks served in the trains, and the platforms by the vendors canteens restaurants.

(d) whether inferior quality biscuits are being sold served by the Railways and

(e) if so, the reasons therefor and the steps being taken to ensure supply of good quality biscuits?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) No, Sir. While Railways exercise due care to provide good quality service to passengers, complaints which arise from time to time are attended to promptly and remedial



measures taken to redress the grievances including preventive measures and deterrent action against the persons at fault

Year	No. of complaints	No. of cases where action taken
1993-94	361	322
1994-95	351	323
1995-96	308	268

(c) Improvement in catering service is an on-going and continuous process. Steps include—supply of meals in Casseroles; supply of ready to eat fast food items at stations and on trains; installation of Vending Machines to sell hot and cold beverages; under—taking food sample checks by the Medical Deptt for lab tests to prevent food adulteration etc. training of catering staff at recognised institutions and frequent inspections by officers/staff

(d) and (e). Biscuits manufactured by reputed firms are procured for sale by the Catering Department. Intensive checks are conducted to ensure sale of quality biscuits.

[Translation]

#### Nasik-Peth-Balsad Line

675. SHRI KACHARU BHAU RAUT Will the Minister of RAILWAYS be pleased to state

(a) whether there is any demand to lay Nasik-Peth-Balsad railway line; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes Sir

(b) It has not been found possible to consider construction of this line at this stage due to acute constraint of resources

[English]

#### Train Accidents

676. SHRI RATILAL KALIDAS VERMA  
SHRI SOUMYA RANJAN  
SHRI SOHAN BEEH

Will the Minister of RAILWAYS be pleased to state

(a) the number of train accidents and derailments occurred during last six months till date in each zone;

(b) the main causes of those accidents and derailments;

(c) the number of persons killed and injured therein with the loss of property suffered by the Railways;

(d) the details of compensation provided or to be provided to the victims; and

(e) the remedial steps being taken by the Government to avoid such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) The Zone-wise number of train accidents and derailments during the period 1.1 1996 to 30.6 1996 is as under

Railway	No of Accidents	No of derailments
Central	23	17
Eastern	20	14
Northern	29	17
North Eastern	12	06
Northeast Frontier	18	16
Southern	26	20
South Central	27	14
South Eastern	39	33
Western	28	18
Total	222	155

\*Provisional

(b) The main causes of the accidents including derailments were human failure, equipment failure, sabotage, etc

(c) 226 persons lost their lives and 300 sustained injury in the above accidents. This includes 141 killed and 143 injured in level crossing accidents. The approximate cost of damage to Railway property is Rs 33.81 Crores

(d) No compensation has so far been paid. Compensation will be paid soon after the claims are decreed by the concerned Bench of Railway Claims Tribunal

(e) Steps taken to check the accidents are as under

1. The work of track circuiting has been accelerated on the trunk routes and important main lines
2. Signalling circuitry is being changed to prevent home signal being lowered till the starter and the advance starter lowered for an earlier train have been put back to 'ON' position.

- 3 Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respond within the pre-determined time interval has already been commissioned on Bombay suburban sections.
- 4 Upgradation of track structure has been done by using heavier rails & concrete sleepers.
- 5 The track is maintained by Tie tamping and ballast cleaning machines. Track is also now being laid with track renewal trains and portal cranes.
- 6 For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
- 7 Maintenance facilities for Coaches & Wagons have been modernised.
- 8 To prevent cases of cold breakage of axle, ROH Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.
- 9 Training facilities for drivers, guards and other staff connected with train operation have been modernised. Drivers are being trained on simulators.
- 10 Performance of the staff is constantly monitored. The staff whose knowledge of rules is found deficient are counselled and are sent for refresher training.

[Translation]

#### Gauge Conversion of Agra-Bandikui Line

677 SHRI GANGA RAM KOLI  
SHRI GIRDHARI LAL BHARGAVA  
SHRI BHAGWAN SHANKAR RAWAT

Will the Minister of RAILWAYS be pleased to state

- (a) whether the Government postponed conversion of the Agra-Bandikui rail line into broad gauge line.
- (b) if so, the reasons therefor, and
- (c) whether the Government propose to resume this work during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir

(b) Does not arise

(c) Preliminary works are already in progress.

[English]

#### Revamping of Police/Traffic Police Set-Up in Delhi

678 DR RAMKRISHAN KUSMARIA  
SHRI PRABHU DAYAL KATHERIA

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Government have approved the proposal to revamp the police/Traffic police set up in Delhi;

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) to (c) Sanction for the creation of 1102 posts in various ranks in the Delhi Police was accorded on 27.5.96 for better traffic management.

[Translation]

#### State Pollution Control Boards

680 SHRIMATI SHEELA GAUTAM  
SHRI RAMESHWAR PATIDAR

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether there is any scheme under consideration of the Government to raise the status of State Pollution Control Boards with the aid of World Bank, and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) and (b) No, Sir. However, for strengthening of State Pollution Control Boards, financial assistance under the World Bank funded project is being provided, especially, for the augmentation of infrastructural facilities, human resource development etc.

[English]

#### Wagons in Tripura

681 SHRI BAJU BAN RIYAN Will the Minister of RAILWAYS be pleased to state

(a) the number of wagons for Tripura allotted by the Railway for transportation of essential commodities and

(b) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) Wagons for Tripura unloaded monthwise during

last one year are as under :

Month	(In wagons) MG							
	Foodgrain	Salt	Sugar	Cement	POL	Fertiliser	Other	Total
April '95	763	106	-	262	392	-	391	1914
May '95	734	166	58	6	234	-	474	1672
June '95	880	10	102	204	366	4	444	2010
July '95	920	6	8	180	366	80	462	2022
August '95	420	4	202	220	302	14	502	1664
Sept. '95	994	60	42	348	252	6	776	2478
Oct '95	746	134	2	222	400	42	188	1734
Nov. '95	722	50	16	206	200	50	256	1500
Dec. '95	748	28	108	306	316	44	254	1904
Jan '96	662	94	144	194	264	14	204	1576
Feb '96	884	58	108	132	260	54	140	1636
March '96	1278	4	-	88	324	56	30	1780
April '96	888	116	42	104	418	14	168	1780
May '96	1014	74	82	46	344	58	68	1826
June '96	1122	42	12	170	304	78	136	1820

#### A.C. Sleeper in Palamau Express

682. SHRI RAMENDRA KUMAR  
SHRI VIRENDRA KUMAR SINGH

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to attach one A.C. Sleeper Compartment to Palamau Express from Patna to Barkakana, Eastern Railway.

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c) Railways have already decided to provide A.C. 2nd Sleeper coaches on all long distance overnight Mail Express trains in a phased manner depending upon their availability from Railways' Production Units.

[Translation]

#### Grant from U.S.A.

683. SHRI SATYA DEO SINGH  
SHRI AMAR PAL SINGH

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether U.S.A. has made any proposal to provide grant for the promotion of new environmental techniques in the Indian industries;

(b) if so, the details thereof, and

(c) the amount of the grant and by when it is likely to be received?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) (a) and (b) This Ministry has not received any such proposal from U.S.A. to provide grants for the promotion of new environmental techniques for industries. However, an agreement was signed in 195 between Government of India, Industrial Development Bank of India (IDBI) and United States Agency for International Development (USAID) for the Greenhouse Gas Pollution Prevention Project (GEEP) costing US \$106.53 million. The objective of the project is (i) to reduce emission of greenhouse gas in per unit of electrical energy generated by increasing energy productivity in thermal power generating plants, and introduce commercially viable Efficient Coal conversion (ECC) technologies and (ii) to encourage the use of Alternative Bagasse Co-generation (ABC) technologies in sugar industries. The project will be implemented by IDBI, Indian Renewable Energy Development Agency (IREDA) and National Thermal Power Corporation (NTPC).

(c) A total grant of US \$ 19 million will be extended by USAID under this project. The total grant disbursed by USAID under this project till May, 1996 was US \$ 0.02 million.

### Reservation from Azamgarh

684. DR BALIRAM Will the Minister of RAILWAYS be pleased to state .

(a) whether reservation is being done for some trains from Azamgarh station of Uttar Pradesh

(b) if so, whether the Government propose to make arrangements for reservation of some seats at Azamgarh for trains leaving Mau, Varanasi, Allahabad stations for Delhi, Bombay, Calcutta and Assam

(c) if so, the details thereof, and

(d) if not, the steps being taken by the Government to extend facility for reservation of seats for the residents of Jaunpur, Azamgarh, Mau and Faizabad districts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir.

(b) No, Sir

(c) Does not arise

(d) Adequate reservation quotas are available at Azamgarh, Mau and Jaunpur. Computerised passenger reservation system has been provided at Faizabad for securing reservations

[English]

### Accident at Kollidam

685. SHRI E. AHAMED  
SHRI KODIKUNIL SURESH

Will the Minister of RAILWAYS be pleased to state

(a) whether any train accident has occurred recently in Kollidam district of Kerala

(b) if so, the details thereof and the causes therefor.

(c) the number of persons died and injured in the accident, and

(d) the details of the compensation paid to the victims?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) Yes, Sir. On 14.5.1996, at 13.25 hrs. PP-4, Kayankulam-Ernakulam Passenger train dashed against a Bus at unmanned level crossing between Haripad and Kayankulam stations of Trivandrum division of Southern Railway. The accident occurred due to negligence on the part of driver of Bus who tried to cross the level crossing in the face of approaching train.

(c) In this accident 36 persons were killed and 8 were injured

(d) No compensation is paid to the victims in case of unmanned level crossing accidents. However, an ex-gratia payment of Rs. 5,000/- to the kins of the dead and Rs. 1,000/- to the grievously injured persons was made on compassionate grounds.

### Swatantrata Sainik Samman Pension

686. SHRI DADA BABURAO PARANJPE Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of applications for grant of Swatantrata Sainik Samman Pension pending with the Government with period of pendency State-wise

(b) the reasons for delay in finalising these cases if any, and

(c) the time by which the pending cases are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAOBOOL DAR) (a) to (c) All timely applications for grant of freedom fighters pension have been considered at least once and appropriate decisions communicated to the applicants. Aggrieved with the decision of the Government regarding rejection of claims, the applicants keep on sending review petitions/representations. If the applicants furnish some additional acceptable documentary evidence along with such review petitions, such cases are reconsidered. However, as on 1-7-1996 only 21 fresh applications received from the following states were pending with the Government :-

Andhra Pradesh	14
Uttar Pradesh	4
Rajasthan	1
Haryana	1
Maharashtra	1

While every possible effort is made to communicate the decision to the applicants on their claims in the shortest possible time, receipt and disposal of claims for pension being a continuous process, no definite time frame can be laid down for disposal of claims for pension.

### Consumption of Fertilizers

687. SHRIMATI VASUNDHARA RAJE Will the Minister of AGRICULTURE be pleased to state

(a) whether the Government have made any study on the overall demand of different kinds of fertilizers State-wise, and

(b) if so, the annual demand and consumption of each kind of fertilisers in every State during last three years?

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) and (b) The requirement of fertilizers which are under statutory price control is assessed in consultation with the State Governments and Union Territory Administrations in Advance of each crop season. Details of State-wise

requirement and consumption of urea for the years 1993-94, 1994-95 and 1995-96 and Ammonium Sulphate, Ammonium Chloride and Calcium Ammonium Nitrate for the year 1993-94, which were under statutory

price control during this period, are given in statement-I, II, III and IV. The consumption of different fertilizer nutrients during the years 1993-94, 1994-95 and 1995-96 is given in statement V.

### STATEMENT-I

#### *Assessed requirement and consumption of Urea*

(000' tonnes)

S No	State/U.T.	1993-94		1994-95		1995-96	
		Assessed requirement	Consumption	Assessed requirement	Consumption	Assessed requirement	Consumption (Estimated)
1	2	3	4	5	6	7	8
1	Andhra Pradesh	1,740.00	1,717.18	1,830.00	1,791.24	1,930.00	1,928.07
2	Karnataka	622.67	613.33	716.80	743.85	800.34	787.01
3	Kerala	110.00	105.76	121.00	106.78	126.23	122.88
4	Tamil Nadu	740.00	640.82	740.00	704.85	740.00	745.15
5	Gujarat	850.87	777.44	840.00	958.47	1,080.00	1,152.80
6	Madhya Pradesh	985.00	958.46	1,059.00	1,079.19	1,230.00	1,214.84
7	Maharashtra	1,355.00	1,435.98	1,575.00	1,488.00	1,605.00	1,595.42
8	Rajasthan	760.00	675.08	780.00	853.18	940.00	979.49
9	Goa	5.02	4.01	5.10	4.49	5.50	6.31
10	Haryana	1,040.00	997.59	1,090.00	1,065.17	1,230.00	1,232.73
11	Punjab	1,880.00	1,797.13	1,945.00	1,954.77	2,130.00	1,881.05
12	Uttar Pradesh	3,859.00	3,790.85	4,010.00	3,951.20	4,325.00	4,292.34
13	Himachal Pradesh	37.00	33.01	45.00	38.69	50.00	41.10
14	Jammu & Kashmir	81.49	70.87	81.00	76.01	96.50	95.54
15	Delhi	24.50	25.47	26.00	25.56	28.50	31.94
16	Bihar	1,050.00	911.56	1,070.00	1,015.81	1,170.00	1,101.66
17	Orissa	277.00	254.08	300.00	276.48	330.00	372.51
18	West Bengal	770.00	762.79	830.00	817.69	905.65	939.44
19	Assam	44.36	42.82	48.16	46.79	55.00	47.32
20	Tripura	15.11	10.13	15.56	10.13	14.71	11.01
21	Manipur	16.72	17.27	22.00	15.75	23.50	24.26
22	Meghalaya	3.50	3.51	4.70	3.76	5.00	4.04
23	Nagaland	0.85	0.69	0.50	0.32	0.79	0.46
24	Arunachal Pradesh	0.43	0.47	0.50	0.43	0.60	0.33
25	Sikkim	1.60	1.13	1.65	1.02	2.60	1.35
26	Mizoram	0.55	0.40	0.85	0.56	0.85	0.36
<b>All India</b>		<b>16,353.75</b>	<b>15,810.35</b>	<b>17,252.05</b>	<b>17,112.07</b>	<b>18,908.68</b>	<b>18,698.23</b>

**STATEMENT-II***Assessed requirement and consumption of Ammonium Sulphate*

(000' tonnes)

S No.	State	1993-94	
		Assessed requirement	Consumption
1	2	3	4
1.	Andhra Pradesh	161.00	143.57
2.	Karnataka	55.00	46.34
3.	Keraka	32.00	32.85
4.	Tamil Nadu	68.10	60.71
5.	Gujarat	165.00	160.86
6.	Madhya Pradesh	18.00	19.77
7.	Maharashtra	60.00	54.95
8.	Rajasthan	7.00	3.82
9.	Punjab	7.84	6.15
10.	Uttar Pradesh	39.00	16.93
11.	Himachal Pradesh	0.53	0.51
12.	Delhi	0.50	1.62
13.	Bihar	45.00	16.33
14.	Orissa	17.15	8.40
15.	West Bengal	35.00	15.20
16.	Assam	1.00	-
17.	Meghalaya	0.73	-
	All India	745.02	591.42

**STATEMENT-III***Assessed requirement and consumption of Ammonium Chloride*

(000' tonnes)

S No.	State	1993-94	
		Assessed requirement	Consumption
1	2	3	4
1.	Andhra Pradesh	2.00	12.51
2.	Karnataka	11.00	11.25

1	2	3	4
3.	Keraka	0.92	0.70
4.	Tamil Nadu	52.40	44.83
5.	Maharashtra	2.50	1.01
6.	Punjab	61.48	54.74
7.	Uttar Pradesh	9.50	8.95
8.	Delhi	0.50	-
9.	West Bengal	-	3.61
	All India	159.80	139.24

**STATEMENT-IV***Assessed requirement and consumption of Calcium Ammonium Nitrate*

(000 tonnes)

S No.	State	1993-94	
		Assessed requirement	Consumption
1	2	3	4
1.	Andhra Pradesh	168.00	126.00
2.	Karnataka	42.00	24.91
3.	Tamil Nadu	14.00	-
4.	Gujarat	70.00	76.63
5.	Madhya Pradesh	1.50	2.22
6.	Maharashtra	40.00	35.25
7.	Rajasthan	30.00	13.39
8.	Haryana	36.00	24.00
9.	Punjab	100.00	77.77
10.	Uttar Pradesh	88.60	58.73
11.	Himachal Pradesh	34.00	34.62
12.	Delhi	0.90	0.99
13.	Bihar	80.00	58.39
14.	Orissa	60.00	57.25
15.	West Bengal	40.00	38.62
	All India	805.22	629.10

**STATEMENT-V**

*State-wise Consumption of Fertilizers during the year from 1993-94 to 1995-96*

(Tonnes)

S No	State	1993-94				1994-95				1995-96 (Estimated)			
		Nitrogen	Phosphate	Potash	Total	Nitrogen	Phosphate	Potash	Total	Nitrogen	Phosphate	Potash	Total
1	Andhra Pradesh	1085746	369503	88089	1543338	1138088	385820	120275	1644183	1214287	407670	134047	1756004
2	Karnataka	472816	215820	166403	805039	494690	202232	125821	822743	522896	214417	138274	875587
3	Kerala	77599	33122	66110	176831	81182	39939	78205	199326	89720	42652	75556	207928
4	Tamil Nadu	413884	161343	205694	780921	455835	179781	238963	874579	463254	155437	211429	830120
5	Andaman and Nicobar	214	100	32	346	242	96	251	589	278	88	44	410
6	Pondicherry	11516	3820	3933	19269	12388	3610	4224	20222	13907	3929	4660	22496
7	Gujarat	472891	157015	39176	669082	572274	195640	50385	818299	644091	165216	37727	847034
8	Madhya Pradesh	521204	235952	16827	773983	591160	274755	3000	895915	637206	252370	38800	928176
9	Maharashtra	804000	259000	131000	1194000	876000	345000	169000	1390000	915000	336000	175000	1426000
10	Rajasthan	365988	133752	2627	502367	451139	142811	8040	601990	513086	162252	5949	681287
11	Dadra Nagar Haveli	670	389	13	1072	657	393	39	1089	726	447	24	1197
12	Goa	3119	1857	1090	6066	3378	1468	1429	6275	4167	1485	1438	7090
13	Daman and Diu	157	38	12	207	122	35	9	166	139	33	12	184
14	Haryana	522875	148445	364	671684	559118	150509	2626	712253	627484	133808	2565	763857
15	Himachal Pradesh	24659	2334	1621	28614	24849	2403	1972	29224	25223	2279	1986	29486
16	Jammu and Kashmir	35166	6560	598	42324	37813	7273	1224	46310	47827	9917	624	58368
17	Punjab	946517	245481	7474	1199472	1013468	255827	15791	1285086	979540	264775	17845	1262160
18	Uttar Pradesh	1893528	359647	38754	2291929	1986559	417408	76330	2480297	2151920	456433	79161	2687514
19	Chandigarh	507	23	4	534	385	61	1	447	385	61	1	447
20	Delhi	13278	2443	14	15735	13039	1703	24	14766	16148	2224	1	18373
21	Assam	20713	4980	7701	33394	22380	3859	10774	37013	23047	5286	14228	42561
22	Manipur	8201	853	51	9105	7516	900	138	8554	11576	1522	400	13498
23	Meghalaya	1815	1132	263	3210	1935	1124	170	3229	2041	1056	136	3233
24	Nagaland	496	454	138	1088	254	283	109	646	282	182	49	513
25	Sikkim	609	285	93	987	553	222	0	775	720	262	48	1030
26	Tripura	5254	1718	894	7866	4881	1773	1032	7686	5370	1624	1319	8313
27	Arunachal Pradesh	284	212	84	580	275	186	93	554	205	115	73	393
28	Mizoram	351	433	157	941	376	318	245	939	313	397	237	947
29	Tea Board (N E )	32663	6543	8840	48046	26688	4902	2031	33621	29076	5744	2201	37021
30	Bihar	471648	98671	15006	585325	516090	100354	36500	652944	562365	123726	45884	731975
31	Orissa	154591	34164	18947	207702	161771	33292	24938	220001	207858	46933	37274	292065
32	West Bengal	425308	183212	136576	745096	451911	177711	123960	753582	532687	207416	154912	895015
33	Lakshadweep	54	0	117	171	64	0	126	190	64	0	115	179
	<b>All India</b>	<b>8788321</b>	<b>2669301</b>	<b>908702</b>	<b>12366324</b>	<b>9507080</b>	<b>2931688</b>	<b>1124725</b>	<b>13563493</b>	<b>10242888</b>	<b>3005756</b>	<b>1181819</b>	<b>14430463</b>

(Computerised by National Informatics Centre, Planning Commission)

**Kollam-Trivandrum Line**

688 SHRI RAMESH CHENNITHALA Will the Minister of RAILWAYS be pleased to state

(a) the present stage of the Kollam-Trivandrum Railway line, and

(b) the reasons for delay in completing the project, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b). Work is in progress. Land has been handed over only between Trivandrum and Kazhakuttam (12 kms) and this section would be opened by March 1997. State Govt. have been requested to agree to the closure of the road to enable construction of ROB at Trivandrum and also to expedite land acquisition between Kazhakuttam and Quilon.

[Translation]

**Complaints against Ticket Examiners**

689 SHRI MOHAMMAD ALI ASHRAF FATMI Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have received complaints against several Ticket Examiners and Conductors from various zones regarding their alleged arbitrary behaviour and harassing the passengers.

(b) if so, the number of such complaints received during the last two years in each zone, and

(c) the action taken in this regard and the number of employees punished, so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) Yes, Sir. Zone-wise complaints received during the last two years are given as under

Central	448
Eastern	220
Northern	457
N E	47
Northeast	
Frontier	7
Southern	90
South Central	88
South Eastern	220
Western	551

(c) Departmental action under Disciplinary and Appeal Rules has been taken against 612 staff

**Trains For Varvadeeh**

690 SHRI VIRENDRA KUMAR SINGH Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to introduce any new train from Dehri-on-Sone and Patna to Varvadeeh (Palamau)

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No, Sir

(b) Does not arise

(c) Due to operational and resource constraints

[English]

**National Watershed Development Project**

691 SHRIMATI BHAVANA BEN DEVRAJ BHAI CHIKHALIA Will the Minister of AGRICULTURE be pleased to state

(a) the areas covered so far in each district of Gujarat under the National Watershed Development Project for Rainfed Areas during the last three years.

(b) the amount spent on this project in Gujarat during each of the last three years, and

(c) the amount earmarked for the current financial year for this purpose?

THE MINISTER OF AGRICULTURE (EXCLUDING DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) The area covered so far in each district of Gujarat under the project during the last three years (1992-93 to 1995-96) is shown in the statement enclosed

(b) The amount spent on this project in Gujarat during each of the last three years is as under

		(Rs. in lakhs)
S No	Year	Amount spent
1.	1993-94	653.14
2.	1994-95	744.69
3.	1995-96	1408.30
Total		2806.13

(c) The amount earmarked for the current financial year (1996-97) for this project is Rs. 1500.00 lakhs



**STATEMENT**

*District-wise Area covered and expenditure incurred from 1993-94 to 1995-96 in Gujarat State*

S. No.	District	1993-94		1994-95		1995-96		Total	
		Phy.	Fin	Phy.	Fin	Phy.	Fin	Phy	Fin
1	2	3	4	5	6	7	8	9	10
1.	Banaskantha	5899.00	26.66	3136.00	57.34	1564.00	69.05	10599.00	153.00
2.	Mehsana	322.27	8.34	4159.00	31.15	9042.00	67.74	13523.27	107.23
3.	Sabarkantha	1688.00	20.61	1149.00	47.38	768.00	52.55	3605.00	120.54
4.	Ahmedabad	5386.00	22.31	919.00	18.92	682.00	50.31	6987.00	91.54
5.	Gandhinagar	743.00	3.37	-	1.71	-	2.28	743.00	7.36
6.	Panchmahal	934.00	13.11	1316.00	24.47	2177.00	23.69	4427.00	61.27
7.	Kheda	2779.00	20.24	8729.00	72.76	2229.00	28.37	13737.00	121.37
8.	Vadodara	811.00	7.61	1844.00	24.82	2219.78	30.78	4874.00	63.21
9.	Bharuch	2751.00	16.15	2227.00	19.69	1162.00	21.08	6140.00	56.92
10.	Surat	2840.00	12.47	1738.00	19.69	1440.00	21.17	6018.00	53.33
11.	Valsad	1133.00	8.77	1332.00	12.09	702.00	13.31	3167.00	34.17
12.	Dang	94.00	0.71	63.00	0.27	-	0.05	157.00	1.03
13.	Bhavnagar	3048.00	35.27	2819.00	21.09	8322.00	55.01	14190.00	111.37
14.	Amreli	1932.00	17.39	916.00	9.20	5472.00	51.18	8320.00	77.77
15.	Surendranagar	5710.00	45.90	1086.00	36.06	7163.00	90.16	10959.00	172.12
16.	Rajkot	2770.00	47.35	1847.00	44.76	2855.00	49.67	7472.00	141.78
17.	Junagarh	5134.00	100.31	6290.00	84.99	10046.00	122.11	21470.00	307.41
18.	Jamnagar	2090.00	33.11	1366.00	32.69	6292.00	62.05	9768.00	127.85
19.	Kutch	2513.00	50.87	2674.00	49.40	1543.00	33.68	6730.00	133.95
	At Head Office	-	162.59	-	136.21	-	564.06	-	862.86
	<b>Total</b>	<b>48578.27</b>	<b>653.14</b>	<b>43630.00</b>	<b>744.69</b>	<b>63678.00</b>	<b>1408.30</b>	<b>155886.27</b>	<b>2806.13</b>

**Requirement of Seeds**

692 PROF PREM SINGH CHANDUMAJRA  
DR MAHADEEPAK SINGH SHAKYA

Will the Minister of AGRICULTURE be pleased to state

(a) the estimated total requirement of the seeds of wheat and rice in the country during 1993-94 1994-95 1995-96

(b) the total quantity of these seeds made available to the farmers during the said period

(c) whether the farmers in the country are not getting the processed seeds as per their requirement.

(d) if so the concrete steps taken by the Government to ensure the adequate supply of seeds according to their requirement; and

(e) the estimated quantity of these seeds likely to be made available during 1996-97?

THE MINISTER OF AGRICULTURE (EXCLUDING DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) (a) and (b) Based on Zonal Seed Review Meeting being organised by Government of India, prior to each sowing season i.e. Kharif and Rabi, estimated certified quality seed requirement, availability position of wheat and rice in the country during 1993-94 to 1995-96 was as under

quantity in lakh Qtls.

Year	Wheat		Rice	
	Requirement	Availability	Requirement	Availability
1993-94	19.56	20.52	17.48	19.20
1994-95	20.25	21.80	17.29	21.50
1995-96	23.47	27.09	17.77	21.80

(c) Farmers are getting processed seeds as per their requirement as indicated above.

(d) Does not arise. Tie-up arrangements for adequate availability of seeds are made in the Zonal Seed Review Meetings before each cropping season.

(e) The availability of Rice Seed for Kharif 1996 as assessed at above referred meeting has been estimated about 20.00 lakh quintals against the estimated requirement of 15.00 lakh quintals. Wheat & Rabi rice being a winter crop is assessed at Rabi Zonal Seed Review Meetings.

[Translation]

### Bomb Blast in Bus

693 SHRI AMAR PAL SINGH Will the Minister of HOME AFFAIRS be pleased to state

(a) whether a powerful bomb blast took place in a bus of Rajasthan State Transport Corporation on Agra-Jaipur National highway.

(b) if so, the number of persons killed and injured in the bomb blast

(c) whether any inquiry has been conducted in this regard.

(d) if so, the outcome thereof, and

(e) the preventive measures taken to check recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) and (b) Yes, Sir. A bomb blast took place in the Rajasthan Roadways bus near Mahuwa District Dausa Rajasthan on 22.5.1996. As per available information 14 persons were killed and 35 injured in the bomb blast.

(c) and (d) The State Government of Rajasthan is making investigation in this case.

(e) State Governments are alerted from time to time regarding activities of terrorist elements, their movements and likely targets in various States with a view to enable them to take appropriate measures to prevent recurrence of such incidents.

### DMU Train

694 SHRI SHATRUGHAN PRASAD SINGH Will the Minister of RAILWAYS be pleased to state

(a) whether DMU train running between Patna and Mansi leaves the station four to five hours late everyday causing inconvenience to thousands of passengers, and

(b) if so, the action proposed to be taken to improve punctuality of the train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) There have been cases of late running of this train.

(b) Close watch and monitoring of the train.

### Passenger Facilities

695 SHRI RAM KRIPAL YADAV Will the Minister of RAILWAYS be pleased to state

(a) the names of railway stations in Bihar where facilities of waiting rooms, restaurants, drinking water, toilets, retiring rooms and sheds on platforms are not available.

(b) if so, whether these facilities are proposed to be provided on the stations during the current financial year, and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c) Facilities such as waiting room, drinking water and toilets are provided at all stations. Amenities such as restaurants, retiring rooms and sheds on platforms are provided as per norms based on the volume of traffic handled at a particular station and the number of long distance trains stopping, originating and terminating at the station. Therefore, the availability of these amenities at all stations will not be uniform.

Important stations with a large volume of traffic which justifies provision of these amenities, are provided with them whereas smaller stations with a relatively meagre volume traffic will not be provided the same quantum of amenities. However, as a continuous process, the Railways conduct surveys to ascertain the adequacy of amenities at every station and the deficiencies, wherever noticed, are made good.

The Ministry of Railways do not maintain the information State-wise.

### Modernisation of Railway Stations in Delhi

696 SHRI JAI PRAKASH AGARWAL Will the Minister of RAILWAYS be pleased to state

(a) the expenditure incurred on the modernisation of various railway stations located in National Capital Region Delhi during the last three years.

(b) the details of funds allocated and the expenditure incurred on different works, year-wise

(c) extent of actual achievements made.

(d) whether the Government have received any complaints pertaining to irregularities committed in execution construction work during the said period, and

(e) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Rs. 1319.41 lakh

(b) Year-wise allocation and expenditure is as under :

Year	Allocation	Expenditure (Rupees in lakh)
93-94	4.09	4.09
94-95	72.00	61.00
95-96	1488.82	1254.32

(c) Out of 11, works at 3 stations have been completed and the remaining works are also expected to be completed shortly

(d) No, Sir

(e) Does not arise

[English]

#### Railway Bridge on Ganga

697. DR M.P. JAISWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to link Patna with a Railway Bridge on Ganga for the convenience of people of North Bihar,

(b) if so, the details thereof, and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) and (c) The survey work of the proposed bridge has been taken up by RITES and would be completed within this financial year

#### Violence and Riots

698. SHRI S.D.N.R. WADIYAR : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Government have identified the vulnerable areas which are prone to the violence and riots;

(b) if so, the details thereof, and

(c) the precautionary measures being taken to avoid such untoward incidents/situations?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHF. MAQBOOL DAR) : (a) and (b) A list showing communally sensitive and hypersensitive districts in various states which are prone to violence and riots is given in the statement enclosed.

(c) Under the Constitution 'Public Order' and 'Police' are state subjects. The primary responsibility for maintenance of law and order therefore, directly

devolves on the state governments. It is for the concerned state Governments to devise methods and take appropriate measures to maintain peace in the state. As and when necessary, suitable assistance is provided to the State Governments by the Central Government.

#### STATEMENT

##### List of Communally Hyper-Sensitive/Sensitive Districts

State	Hyper-Sensitive	Sensitive
1	2	3
Andhra Pradesh	Hyderabad Nizamabad Medak Nalgonda Mehboobnagar Kurnool	Karimnagar Adilabad Prakasam Anantapur Chittoor Guntur Rangareddy Cuddapah Nellore
Assam	Nagaon Kokrajhar Barpeta Hailakandi Karimganj	Golpara Dhubri Bongaigaon Karbi Anglong Sonitpur Lakhimpur Cachar
Bihar	Sitamarhi Nalanda East Champaran East Singhbhum Bhagalpur Hazaribagh Ranchi Dhanbad	Patna Rohtas Bhojpur Munger Pakur Banka West Singhbhum West Champaran Gaya Nawada Siwan Darbhanga Madhubani Katihar Lohardaga Bokaro Chatra Gumla Garhwa Palamau Giridih
Delhi	North District Central District East District North East District	South District

1	2	3	1	2	3
Gujarat	Ahmedabad Baroda Bharuch Bhavnagar Junagarh Surat	Mehsana Rajkot Amreli Sabarkantha Surenderanagar Kutch Kaira Banaskantha Panchmahal Jamnagar	Maharashtra	Akola Aurangabad Thane Nasik Jalgaon Bombay Amravati Beed	Nagpur Yavatmal Wardah Osmanabad Parbhani Nanded Buidhana Pune Jaina Raigarh Latur Solapur Ratnagiri Satara Kohlapur Bhule Abmednagar Sangli
Haryana		Karnal Panipat Faridabad Gurgaon			
Jammu & Kashmir		Leh Kargil Doda Rajouri Jammu	Manipur	Chandel Imphal Thoubai Bishinpur	
Karnataka	Bangalore Dakshin Kanara Shimoga	Bidar Gulbarga Raichur Chitradurga Tumkur Kolar Mysore Hassan Dharwar Belgaum Bijapur Coorg (Kodagu) North Kanara	Meghalaya	-	West Garo Hills
			Orissa	Balasore Cuttack Kendrapara Bharak Sundergarh Rourkeia	Puri Keonjhar Sambhalpur Kalahandi
			Punjab	-	Sangrur
			Rajasthan	Kota Jhalwar Bundi Ajmer Bhilwara Baran Chittorgarh Nagore Tonk Udaipur Jaipur Sikar Jhunjhunu Pali Sirohi Swai Madhopur	Churu Bharatpur Dholpur Jodhpur Dausa Banswara Dungarpur Rajsamand
Kerala		Mallapuram Kasargode			
Madhya Pradesh	Bhopal Indore Khandwa Khargone Raisen Vidisha Jabalpur Mandsaur Rajgarh Shajapur Sehore Ujjain Dewas Rattlam Dhar	Seoni Sagar Damoh Satha Raipur Guna Gwalior Shivpuri Hossangabad			
			Tamilnadu	-	Madras Nagapattinam Thanjavur

1	2	3
		Dindigul Anna Tirunveli- Kattaboman Dharmapuri Kanyakumari North Arcot Ahmedkar Coimbatore S.A. Vallalar Thiruvannamalai Sambuvarayar Periyar Trichi Madurai Kamraj Ramnad Chidambaranar Salem
Tripura		West Tripura North Tripura
Uttar Pradesh	Meerut Moradabad Bulandshar Aligarh Bareilly Agra Kanpur Allahabad Varanasi Gorakhpur Gonda Bahraich Sidharthnagar Mau Etah Faizabad Firozabad Farukhabad Etawah Mainpuri Rampur Badaun Pilibhit Muzaffarnagar Saharanpur Ghaziabad Bijnore	Nainital Udham Singh Nagar Shajahanpur Mathura Barabanki Lucknow Raebareli Sultanpur Pratapgarh Fatehpur Jaunpur Banda Mirzapur Sonbhadra Hardwar Sitapur Azamgarh Basti Deoria Maharajganj Lakhimpur
West Bengal	Murshidabad	Howrah Malda Coochbehar

1	2	3
		Jalpaiguri Nadia Burdwan Darjeeling Notrh 24 Panganas South 24 Parganas North Dinajpur South Dinajpur

[Translation]

#### Pahleja-Deegha Bridge

699. SHRI RAJIV PRATAP RUDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether survey work for the construction of rail bridge between Pahleja-Deegha over the river Ganga in Bihar State has been completed;

(b) if so whether the Government propose to complete the said work during the current five year plan;

(c) if so, by when, and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) The survey work of the proposed bridge has been taken up by RITES. This work would be completed within this financial year.

(d) Does not arise.

[English]

#### Shortage of Wagons

700. SHRI ANANTH KUMAR :  
SHRI AMAR PAL SINGH :

Will the Minister of RAILWAYS be pleased to state .

(a) whether Ministry of Railways are not providing adequate number of wagons to carry coal to the plants of National Fertilizer Limited;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken by the Government in this regard so that functioning of plants may not be affected for the want of coal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). Since the demand for coal is in excess of its availability and transport infrastructure, there is a system of prioritised

loading by rail. In the core sector Power Houses take the highest priority. After meeting their requirement available coal is loaded for other core sector consumers like steel, Fertilizer and Cement plants and then for non-core sector consumers in an equitable manner. Railways keep close watch on the coal stocks with all core sector projects including the National Fertilizers Ltd. and in case of distress coal rakes booked to other core sector consumers are also diverted to plant having critical stocks. Subject to the availability of coal, efforts are being made to increase loading by rail for National Fertilizers Limited.

### Trained Apprentices

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

(a) the number of trained apprentices, who got three years training in various railway workshops in Mumbai (Maharashtra), obtained certificates and absorbed in the Central Western Railways since 1987.

(b) the total number of such trained apprentices, not offered employment so far in the Central Western Railway since 1987;

(c) the reaction of the Government thereto, and

(d) by when these trained apprentices are likely to be offered employment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) :

(a)	Trained Apprentices	Absorbed
	1598	344

(b) 1254.

(c) and (d). Under the Apprentices Act, 1961, it is not obligatory to provide jobs to the apprentices trained in railway establishments. These course completed Act Apprentices can apply to the Railway Establishments in response to notifications for recruitment alongwith other candidates. Selection is then made entirely on merit. Hence, no target can be given for their appointment.

### Surplus work Force

702. SHRI SRIBALLAV PANIGRAHI : Will the Minister of RAILWAYS be pleased to state

(a) whether Railways have made a study regarding the surplus work force;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Railways to utilise the surplus work force gain fully?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). A study on Manpower for Indian Railways was conducted in 1990. Among the important findings of the study are

that there is a need to have a rational recruitment and training policy for improving the productivity of staff. The study also identifies redundancies and envisages redeployment of surplus staff for new activities of expanding activity centres and cost control.

(c) The staff rendered surplus are redeployed to new activity centres after giving them training, wherever necessary. The redeployment of surplus staff is given the highest priority and their absorption has precedence over all other modes of recruitments.

### Inquiries against Officers of NDMC

703. SHRI B. L. SHARMA 'PREM' : Will the Minister of HOME AFFAIRS be pleased to state

(a) whether CBI inquiries are being conducted and FIRs have been filed in the courts against some officers of the NDMC on the charges of corruption;

(b) if so, the details thereof; and

(c) the number of the officers involved and the number of them suspended?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b) Three cases against the officials of the NDMC are under investigation by the CBI at present. These cases are :-

(i) RC 74 (A)/95-DLI u/s 13(2) r/w 13(1) (e) of PC Act, 1988

(ii) RC 82 (A)/95-DLI u/s 120B r/w 420, 468, 471 IPC and 13(1) (d) r/w 13(2) PC Act, 1988 and substantive offences

(iii) RC 109 (A)/95-DLI u/s 120 B IPC r/w section 420 IPC and section 420, 467, 468 and 471 IPC

(c) In all eight officials are involved in these cases. One of them is under suspension.

[Translation]

### Electrification of Line

704. SHRI THAWAR CHAND GEHLOT : Will the Minister of RAILWAYS be pleased to state

(a) the names of the rail lines under Ratlam Rail Division of Western Railway for electrification for which the Central Government has given approval upto May 1995.

(b) the names of the rail lines electrified/under electrification upto May, 1996.

(c) the targeted dates for completion of the said approved works.

(d) whether the electrification of Indore-Ujjain line and Ujjain-Bhopal line would be completed during 1996-97, and

(e) if not, by when it would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c). The names of the rail lines under Ratlam division of Western Railway that were approved for electrification are : (i) Godhra-Ratlam line and (ii) Nagda-Ujjain-Bhopal line. These lines were electrified prior to May, 1996

(d) and (e). The electrification work of Indore-Ujjain line has not been sanctioned. Ujjain-Bhopal line which is part of Nagda-Bhopal line has already been electrified

[English]

#### Link Kakinada with Main Line

705 SHRI T. GOPAL KRISHNA Will the Minister of RAILWAYS be pleased to state

(a) whether there is any proposal to link Kakinada in Andhra Pradesh with the main line from Calcutta to Madras and Visakhapatnam to Hyderabad;

(b) if so, the time limit for completion of the project, and

(c) the steps taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) . (a) There is no such proposal at present

(b) and (c) Do not arise

#### Untrained Computer Staff

706 SHRI JAGAT VIR SINGH DRONA Will the Minister of RAILWAYS be pleased to state

(a) whether the Government are aware that staff at various computer counters in Northern Railway particularly on Rai Bareilly Railway station is untrained.

(b) if so, reasons for posting of untrained staff at the computer counters, and

(c) the steps are being taken to post trained staff at computer counters and to train the untrained staff in computerisation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) The reservation staff at Rai Bareilly and other stations on the Northern Railway are trained for manning computerised reservation counters

(b) and (c) Do not arise.

#### Destruction of Forest

707 DR MURLI MANOHAR JOSHI Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether the attention of the Government has been drawn to the news item captioned "Jangal Per

is Bar Aag Ka Nahin, Bibhag Ka Keher" appearing, in the *Navbharat Times*, dated June 22, 1996.

(b) whether it is a fact that illegal felling and smuggling of tree in hills of Uttar Pradesh is being done with the help of Forest Department;

(c) if so, the details in this regard,

(d) whether the Government initiated a Central level inquiry in the matter of destruction of forest in U.P. Himalayas;

(e) if so, when, and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) (a) Yes, Sir

(b) and (c) No, Sir. However, an enquiry has been ordered by the State Government into the alleged irregularities in the lots of the Forest Corporation referred to in the news item appearing in the *Navbharat Times* dated June 22, 1996

(d) No, Sir

(e) Does not arise

(f) Since the matter is being enquired into by the State Government.

#### Stoppage at new Bongaigaon

708. DR. ARUN KUMAR SARMA Will the Minister of RAILWAYS be pleased to state

(a) whether there is not a single stoppage of the Rajdhani Express in the seven North-Eastern States except the one at Guwahati, where the train terminates.

(b) if so, whether the Government propose to provide at least one stoppage at New Bongaigaon for the benefit of the large number of passengers of the North-Eastern states, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) It already stops at New Bongaigaon

(c) Does not arise

#### Railway Project in West Bengal

709 SHRI PRADIP BHATTACHARYA Will the Minister of RAILWAYS be pleased to state

(a) the progress of the Railway Projects from Bargachis to Amta and Bargachia to Champadanga via Jangipara (West Bengal) initiated by the Railway Ministry in 1984, and

(b) by when these Projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) The section from Santragachi to Bargachia (24 kms) was opened to traffic in the year 1984. The work remained frozen after 1984 due to constraint of resources and low operational priority and was again taken up in 1995-96. Work is now in progress between Munshirhat and Bargachia (8 kms).

(b) By 2001-02

#### Dairy Industry

710 DR T SUBBARAMI REDDY Will the Minister of ANIMAL HUSBANDRY AND DAIRYING be pleased to state

(a) whether India enjoyed several competitive advantages in the dairy industry as compared to the other countries but has failed to make a proper place in the export market;

(b) whether dairy sector has not been included in the liberalisation policy.

(c) if so, the reasons therefor; and

(d) the measures being taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY IN THE MINISTRY OF AGRICULTURE (DR RAGHUVANSH PRASAD SINGH) (a) The dairy sector in India is closely integrated to agriculture and milk production is generally based on utilisation of agricultural by-products and crop residues. The cost of milk production in India, is therefore, lower than in many developed countries. However, due to seasonal and regional variations in milk production and increasing domestic demand, there is not much of liquid milk left to be converted into milk products for export. A beginning has, however, been made

(b) The dairy sector was included in the liberalisation policy of the Government of India announced in July, 1991

(c) and (d) Do not arise

#### Statutory Development Board for Konkan

711 SHRI BANWARI LAL PUROHIT Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Government of Maharashtra has urged the Union Government to establish separate statutory Development Board for Konkan, and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) and (b) Yes, Sir. Some discussions on the issue were

held between the former Union Home Minister and the Chief Minister of Maharashtra. Keeping in view the legal and constitutional complexities involved in the issue, it would not be possible to lay-down a definite time frame to finalise it.

[Translation]

#### Passenger Facilities

712 SHRI SUK DEO PASWAN Will the Minister of RAILWAYS be pleased to state

(a) whether there is lack of passenger amenities at the railway stations situated in Aeria constituency, and

(b) if so, the measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) Provision augmentation of passenger amenities at railway stations is a continuous process and the same is done whenever so warranted by traffic requirements. Facilities commensurate with the volume of traffic have been provided as per norms at all the railway stations

Railways however, maintain such statistical data Railway station-wise and not State/District/Constituency-wise.

[English]

#### Railway Electrification Project

713 SHRI BASUDEB ACHARIA Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Electrification Project is saving only about one million tonne of Diesel Fuel (i.e. HSD) out of a total oil consumption of 61 million tonnes in the country, i.e. only about 1.6%.

(b) if so, the total investment on Electrification and the financial savings accrued as a result thereof; and

(c) whether freight market share of Railway is only 35% as against Government policy of 70% and if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) The estimated saving of Diesel Fuel (i.e. HSD) during the year 1994-95, due to the movement of 402801.8 million GTKM traffic on electric traction is 1.31 million tonne which is 4.63% of the total High Speed Diesel consumption of 28.26 million tonnes in the country. Similarly during the year 1993-94 saving of Diesel Fuel (i.e. HSD) has been estimated as 1.23 million tonnes. The increase in the saving works to 6.5%.

(b) Total investment on Electrification upto 31.3.95 is Rs 2663.52 crore approximately. Though financial savings due to Electrification have not been specifically assessed, the saving on Diesel Fuel (i.e. HSD) alone works to 1.31 million tonne for the year 1994-95.



(c) The Railways freight share is about 40% of the total land freight. The decline in the Railways freight market share can be attributed largely to the rapid growth of the road network which has penetrated even the remotest areas thereby expanding the roads' market share, whereas the Railways development has been affected due to the sharp reduction in the budgetary support

#### Train from Surat to Patna

714. SHRI KASHI RAM RANA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no direct train from Surat to Patna.

(b) whether the Government propose to introduce a direct train between these stations:

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) There is no direct train between Surat and Patna.

(b) No, Sir.

(c) Does not arise.

(d) Operational and resource constraints

[Translation]

#### Reservation Centres

715 KUMARI UMA BHARATI .  
SHRI PRABHU DAYAL KATHERIA

Will the Minister of RAILWAYS be pleased to state

(a) whether the number of railway reservation centres in the country is very less and the public is facing great inconvenience as a result thereof;

(b) if so, whether the Government propose to open more reservation centres; and

(c) if so, the details alongwith locations thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c) The facilities for making reservations on trains have been provided at all stations over the Indian Railways where reservation quotas are available. At other stations, where trains having reserved accommodation stop, advance reservation may be made by sending messages to the stations where such quotas are available. Over 92% of the reservation workload of the Indian Railways has been computerised covering 275 locations and Annual Plan of 1996-97 provides for coverage of 55 additional locations. Provision and extension of reservation facilities at additional stations and other locations is a continuous process

[English]

#### Gauge Conversion in Andhra Pradesh

716. SHRI L. RAMANA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of proposals for conversion of Railway Line from Metre Gauge to Broad Gauge in Andhra Pradesh are awaiting clearance from the Government;

(b) if so, details of each project alongwith the allocation of funds separately.

(c) whether any new projects for conversion have been undertaken;

(d) if so, the details thereof and criteria being adopted for their selection; and

(e) the time by when these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise

(c) Yes, Sir

(d) and (e) Details of projects, currently in progress in Andhra Pradesh, together with their targetted date of completion are given below :

S No	Project	Target Date for Completion
1	Dronachellam-Kurnool-Mehboobnagar	1997-98
2	Nandyal-Guntakal	1996-97
3	Guntakal-Kalluru	1997-98
4	Katpadi-Pakala-Tirupati	1998-99
5	Mudkhed-Adilabad (Partly in Andhra Pradesh)	1997-98

All the above projects have been taken up on consideration of development of alternative routes and generation of additional carrying capacity.

[Translation]

#### Cow Slaughter

717 SHRI PRABHU DAYAL KATHERIA Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether after the incident of cow slaughter, agitation broke out in the Patel Nagar area of Dehradun in Uttar Pradesh.

(b) if so, the number of persons including police officers/workers killed/injured therein; and

(c) the number of persons arrested and the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHF MAQBOOL DAR) : (a) to (c) Information is being collected and will be laid down on the table of the House

[English]

#### Expansion of Fertilizer Plants

718 SHRI K PRADHANI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the Government propose to expand some fertilizer plants in the country

(b) if so, the name of the plants identified for expansion during the Eighth Five Year Plan and

(c) the extent to which the capacity of these fertilizer plants is likely to be increased on completion of the expansion programme?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA)

(a) As per the Industrial Policy Statement issued by the Government on 24.7.1991, the fertilizer industry has been delicensed. An entrepreneur is free to set up a fertilizer project anywhere in the country, subject to environmental clearance. However, the Government provides the following facilities for augmenting indigenous fertilizer production —

(i) The domestic urea industry is being supported through the retention price-cum-subsidy scheme

(ii) Nil customs duty is payable on imports of capital goods for the fertilizer sector

(iii) Indian suppliers of capital goods to fertilizer projects are entitled for deemed export benefits, provided such supplies are made under the procedure of International Competitive Bidding (ICB)

(iv) Liquid petroleum products being used as feedstock and fuel in fertilizer plants are supplied at a concessional price

(v) A maximum concession of 3% in the rate of interest is payable on long-term loans raised by a fertilizer unit from the financial institutions or from the Government subject to certain specified conditions

(vi) Assistance is provided to fertilizer units for securing linkages of feedstock, fuel and rail movement.

(vii) Imports of intermediates required for domestic production of fertilizers e.g. ammonia, phosphoric acid etc. are permitted without payment of customs duty.

(viii) The production in sick fertilizer units is sustained through the following measures:—

(a) Budgetary support to cover the cash losses/working capital requirement of PSUs and cater to their essential investment requirement, and

(b) Formulation of comprehensive package for their rehabilitation.

(b) and (c) The following nine projects are presently under implementation for increasing the production capacity of fertilizers in the country:-

S No	Name of the Company Cooperative	Location	Estimated capital cost (Rs Crores)	Product	Incremental Production envisaged (in lakh MTPA)
1	2	3	4	5	6
1	Indian Farmers Fertilizer Cooperative Ltd (IFFCO)	Aonia (U.P.)	960.00	Urea	7.26
2	IFFCO	Kalol (Gujarat)	119.00	Urea	1.50
3	IFFCO	Phulpur (U.P.)	993.00	Urea	7.26
4	National Fertilizers Ltd (NFL)	Vijaipur (M.P.)	987.30	Urea	7.26
5	Madras Fertilizers Ltd. (MFL)	Manali (Madras)	487.30	Urea NPK	0.76 1.84
6	Nagarjuna Fertilizers & Chemicals Ltd.	Kakinada (A.P.)	969.98	Urea	4.95

1	2	3	4	5	6
7	National Fertilizers Ltd. (NFL)	Nangal (Punjab)	50.00	Urea	2 14
8	Rashtriya Chemicals & Fertilizers Ltd (RCF)	Thal Phase-I Phase-II	49.00 93.00	Urea Urea	1 65 1 10
9	Tata Chemicals Ltd. (TCL)	Babrala (U.P.)	1251.76	Urea	7 75

When commissioned, these projects are expected to produce an additional 41.63 Lakh MT per annum of urea and 1.84 lakh MT per annum of NPK fertilizers.

#### Kayamkulam-Trivandrum and Shornur-Mangalore Line

719 SHRI V.V. RAGHAVAN  
SHRI M.P. VEERENDRA KUMAR  
SHRI V.M. SUDHEERAN  
SHRI E. AHAMED

Will the Minister of RAILWAYS be pleased to state

(a) whether the construction work on doubling the lines on Kayamkulam-Trivandrum and Shornur-Mangalore have been started;

(b) by when they are likely to be completed.

(c) what are the estimated and revised cost of these two projects, and

(d) the details of the amount already spent and proposed allocation in the budget for 1996-97 for these two projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Within the 9th Five Year Plan.

(c) The costs are

- (1) Kayamkulam-Trivandrum - Rs 140.00 crs
- (2) Guruvayoor-Tanur-Mangalore - Rs 340.00 crs

(d) This information will be available in the budget documents which will be presented to the House later today.

[Translation]

#### Badausa-Baveru-Fatehpur Line

720 SHRI VISHAMBHAR PRASAD NISHAD Will the Minister of RAILWAYS be pleased to state

(a) whether any survey was conducted to link Badausa-Baveru and Fatehpur of district Banda with the rail line, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

#### New Rail Line

721 SHRI MAHESH KUMAR M. KANODIA Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to construct new rail line between Harij and Shakeswar

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) Constraints of resources.

[English]

#### Fencing on Border

722 SHRI BHAGWAN SHANKAR RAWAT Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Union Government have changed the policy of former Government regarding fencing of the border along the Jammu & Kashmir with barbed wire for security purposes and also granting more autonomy to Jammu & Kashmir, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR): (a) and (b) There is no change in the policy regarding fencing the Jammu/Kashmir border. As regards more autonomy to Jammu & Kashmir, a view will be taken after detailed discussions when there is a duly elected assembly and Government in the State.

**U.L.F.A.**

723 SHRI CHITTA BASU : Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Government propose to initiate any dialogue with ULFA and other similar organisations of the NE region;

(b) whether any specific steps have been taken in this direction and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) to (c) The Government of India believes in solution of problems through talks and negotiations to bring about peace, stability and development. The Government of India is prepared for talks with any group which is willing to work within the framework of the Constitution of India and abjure violence. No talks have been initiated with ULFA or other similar organisations of the NE region, as they have not, as of now, indicated their willingness for talks within the above parameters and are continuing with violence. The Government of India categorically rejects violence as a means of achieving any objective.

**Train from Trivandrum**

724 SHRI VM SUDHEERAN : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have received any representation for the introduction of new Express train from Trivandrum (via) Alleppey, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) Demands for new express trains from Trivandrum via Alleppey include Trivandrum-Guruvayour Intercity Express and express train from Trivandrum to New Delhi and Jaipur.

**Shatabdi Express**

725 SHRI JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have any proposal to introduce two trains from New Jalpaiguri and Calcutta in morning and back in the evening in both the directions, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise.

[Translation]

**Arms Dropping**

726 DR LAXMINARAYAN PANDEY : Will the Minister of HOME AFFAIRS be pleased to state

(a) the dates on which the Ministry of first got the hint from RAW about the probable arms drop in India by a small aircraft from Karachi and the date on which the arms were dropped in Purulia.

(b) the dates on which the erring officials were first suspended for their lapses and the final action taken against them and

(c) the present position of the inquiry conducted in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) The R&AW's U.O. Note dated 25.11.1995 indicated of a plan of landing of a small aircraft in Dhanbad area of Bihar for delivering arms consignment in that area. The arms consignment was airdropped on the night of 17.18th December, 1995 in Purulia District of West Bengal.

(b) and (c) The Central Bureau of Investigation which has been entrusted with the investigation of this case has submitted reports highlighting certain administrative lapses on the part of different agencies that came to light during the investigation. The concerned authorities have been apprised of the reports of the CBI for appropriate action.

**Loco and Carriage Factories at Ajmer**

727 PROF RASA SINGH RAWAT : Will the Minister of RAILWAYS be pleased to state

(a) the progress made so far to convert the oldest and the largest Loco and Carriage factories located at Ajmer according to the requirements of Broad gauge lines.

(b) the total expenditure incurred on each of these two factories for this purpose

(c) the time by which the work on these two factories is likely to be completed and estimated capacity of these two factories thereafter, and

(d) the measures taken to ensure smooth running of these factories?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Conversion of Carriage Works at Ajmer is a sanctioned work. 25% physical progress has already been made and Periodic Overhaul (POH) of BG coaches in this workshop has also commenced. BG AC coach POH facilities are also being planned in this workshop during the current year. Loco works at Ajmer is also being planned to be converted to undertake POH of BG wagons.

(b) Upto March, 1996 an expenditure of Rs.0.60 crores has been incurred on Carriage workshop at Ajmer.

(c) The work of conversion of Ajmer Carriage workshop is likely to be completed by March, '98. The estimated POH capacity is 125 four wheeler units of JG coaches per month. The proposed capacity of Ajmer Loco workshop is estimated to be 400 four wheeler units of POH of RG wagons per month.

(d) Sufficient funds are being allocated for expediting the conversion work.

[English]

#### Push Pull Trains

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

(a) the number of Push Pull train along with their routes, introduced by the Southern Railway so far.

(b) whether Push Pull trains are proposed to be introduced on any other sections in Kerala, and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) At present, 29 Push Pull trains are running on Southern Railway in the following routes.

- (i) Bangalore-Mysore
- (ii) Bangalore-Tumkur-Arsikere
- (iii) Bangalore-Yelhanka
- (iv) Ernakulam-Alleppey-Kayamkulam
- (v) Ernakulam-Kottayam-Kayamkulam-Quilon
- (vi) Ernakulam-Trichur-Guruvayour

(b) There is no such proposal at present.

(c) Does not arise

#### Stoppage at Asansol

729. SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to provide the stoppage of 2301/2302 at Asansol and to run it daily instead of five days a week;

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise.

(c) Operational and resource constraints.

#### Food in Shatabdi Express

730. SHRI SUSHIL CHANDRA Will the Minister of RAILWAYS be pleased to state :

(a) whether the menu of refreshment and food served in Shatabdi Express running between Delhi and Bhopal has not been changed for the last three or four years;

(b) if so, the reasons therefor, and

(c) the steps being taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). No, Sir. Items of refreshment, breakfast and food service in the menu are rotated from time to time.

#### Kolhapur-Ratnagiri-Belgaum

731. SHRI UDAYSINGRAO GAIKWAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether any requests to connect Kolhapur with Ratnagiri and Belgaum have been made;

(b) if so, the details thereof.

(c) whether some decision to undertake survey of these areas has been undertaken in March-April, 1996.

(d) whether some initial work has since been started in the matter;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) to (e) A survey for new BG rail line from Kolhapur to Ratnagiri on Konkan Railway via Talwade, has been taken up

(f) Does not arise

#### Crimes in Trains

732. SHRI R.L.P. VERMA

DR. T. SUBBARAMI REDDY :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether looting incidents in trains have increased during the last three years;

(b) if so, the total number of FIRs lodged/registered and the number of persons arrested during the said period, State-wise;

(c) whether two women were raped by the armed miscreants while looting the Ranchi-Lohardagga train on June 23, 1996;

(d) if so, whether an FIR has been lodged/registered at Piskangri Police Station in this regard;

(e) if not, the reasons therefor; and

(f) the preventive measures taken/proposed to be taken to check such recurrence of such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) to (f). The registration, investigation, detection and prevention of crime in the trains is the responsibility of the Government Railway Police (G R P.) which functions under the control of respective State Governments/UT Administrations. Information relating to train-wise lootings, FIRs lodged at local levels and other crimes is not maintained by the Central Government.

[Translation]

#### Quantum of Scrap

733 SHRI KACHARU BHAI RAUT  
SHRI DATTA MEGHE :

Will the Minister of RAILWAYS be pleased to state :

(a) The quantum of scarp sold by Railways during the year 1995-96; and

(b) The amount earned therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The quantum of scarp sold by the Railways during the year 1995-96 is given below :

(1) Rails & Ferrous Scrap(MTs )	10.05.343
(2) Non-Ferrous Scrap(MTs )	8287
(3) Coaches (Units)	2450
(4) Locos (Units)	349
(5) Wagons (Units)	21886
(6) Micellaneous Scrap (MTs )	12.709

(b) The amount earned therefrom was Rs 1018.10 Crores

#### STD Facility

734 SHRI PANKAJ CHOWDHARY :  
KUMARI UMA BHARATI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce STD facility in the long distance trains;

(b) If so, the details thereof; and

(c) The time by which the decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) A pilot scheme to provide satellite based telephone services was started in New Delhi-Mumbai Rajdhani Express and broad Gauge 'Palace on Wheels' trains jointly with Videsh Sanchar Nigam Ltd (VSNL) and INMARSAT organisation. The trains have since been completed and are successful.

(c) The service for use of travelling passengers is being contemplated as a pilot scheme in the New Delhi-Mumbai Rajdhani Express after finalisation of logistics and tariffs. This service will, later on, be extended to other important mail-express trains depending on success and popularity of this scheme.

#### Extension of Awantika Express

735. DR. SATYA NARAYAN JATIA : Will the Minister of RAILWAYS be pleased to state

(a) whether there is any proposal to extend Awantika Express running between Ujjain and Bandra upto Mumbai Central; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). The issue relating to extension of 2961/2962 Indore-Bandra Avantika Express upto Mumbai Central is sub-judice in the Supreme Court.

[English]

#### Fertilizer Units in Orissa

736. SHRI SOUMYA RANJAN : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) the number of fertilizer units setup in Orissa during the last two years;

(b) the number of units out of them that have started functioning; and

(c) the number of such units in which production is likely to be started during the current financial year?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) : (a) to (c) No fertilizer unit was set up in Orissa during the last two years.

[Translation]

#### Shahganj and Mau Line

737. DR. BALIRAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the metre gauge line between Shahganj and Mau railway stations of Uttar Pradesh is likely to be converted into broad gauge.

- (b) if so, the details in this regard;  
 (c) the time by which this conversion would be completed;  
 (d) the total funds allocated for the purpose; and  
 (e) the total amount spent so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) to (e) The cost of the 99 kms line is Rs. 43 93 crores. The work will be completed before the end of November 96. Full requirement of funds will be made available this year.

[English]

#### Water Logging in Howrah Division

738 SHRI RUPCHAND PAL . Will the Minister of RAILWAYS be pleased to state :

(a) whether water logging in some Railway Station in the Howrah-Bandel Section of the Howrah Division of Eastern Railway hampered the movement of Trains in this area.

(b) if so, the steps taken to control the situation.

(c) whether the work started for letting out water from Bandel Bazarpara Subway was left unfinished, and

(d) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Train movement is occasionally hampered in instances of intense rainfall/flooding near Howrah Car Shed within Howrah Yard

(b) In such abnormal situations the water is pumped out for removing water logging and allow easy movement of trains

(c) No, Sir

(d) Does not arise.

[Translation]

#### Porters in Unreserved Coaches

739 SHRI MOHAMMAD ALI ASHRAF FATMI .  
 SHRI RAM KRIPAL YADAV

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that the porters on railway stations occupy seats in the unreserved coaches and extort money from the passengers in lieu of seats;

(b) if so, the name of such stations wherefrom such complaints have been received alongwith the number of the complaints; and

(c) the action taken by the Government against the porters?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) During the last one year, a total of 13 complaints were received against licensed porters of Mumbai Chatrapati Shivaji Terminus, Mumbai Central, Bandra Terminus, Howrah, Delhi Jn., Madras Central & Madras Egmore stations

(c) Apart from investigating the complaints, checks are also conducted by the railways and the licence badges of licensed porters found indulging in irregular activities are suspended

#### Patna to Gaya Line

740 SHRI VIRENDER KUMAR SINGH . Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to double the railway line from Patna to Gaya.

(b) whether the Gaya bound passengers from Patna face lots of difficulties due to single railway line between Gaya and Patna; and

(c) if so, the time by which Patna-Gaya railway line is proposed to be doubled?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir. Patch doubling is planned on the section to ensure the traffic flow

(b) There are some delays due to crossing of trains on single line section

(c) The section being taken up would be completed during the 9th Five Year Plan

[English]

#### Escaping of Terrorists

741 SHRI RATILAL KALIDAS VERMA . Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether terrorists and anti-social elements have escaped who were arrested had escaped between January 1, 1996 to June 30, 1996 in the country

(b) if so, the details thereof, State-wise.

(c) the action taken against each of them, case-wise.

(d) the concrete steps taken or being taken to check such activities of terrorists and ISI.

(e) whether some suggestions or memorandum etc have been received by the Government from the public, legal bodies and political parties in this regard, and

(f) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) to (c). The information is being obtained from States/UTs and would be laid on the Table of the House

(d) "Public Order" and "Police" being State subjects, it is for the concerned State Governments to devise various methods and take concrete steps in this regard. At the Central level, all out action is being taken to hold coordination meetings with the State Governments concerned as well with the various intelligence and investigating agencies of the Central Government to exchange information, share intelligence, plan strategy and take coordinated action. In certain special circumstances, financial assistance has also been given to some of the affected States over and above the on-going allocations for modernisations of police and supply of weapons, some specific measures include

- (1) Fencing and flood lighting in the sensitive areas on international border
- (2) Strengthening the BSF on the borders through supply of night vision devices, hand held sets, binoculars, dragon lights etc so as to enhance their capabilities
- (3) Setting up of additional BOPs with a view to reduce inter BOP distance
- (4) Holding coordination meetings in the Ministry of Home Affairs as well as setting up of a nodal group of officers at operational level
- (5) Setting up of coordination committees at the State, Divisional and District level between State Government officials and the representatives of the agencies of the Central Government
- (6) Additional supply of fire arms to the State Governments

(e) and (f) Suggestions from general public in this regard are received from time to time. "Public Order" and "Police" being State Subjects, these are forwarded to the concerned State Governments for appropriate action

#### Ban on Diesel Generating Sets

742 SHRI SANTOSH KUMAR GANGWAR Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) whether the installation of Diesel Generating Sets is not permitted in the Taj Trapezium and Doon Valley of Uttar Pradesh.

(b) whether the Diesel Generating Sets on an average work at greater efficiency from the environmental view point, the Diesel Operated vehicles, and

(c) if so, the reasons for the ban on Diesel Generating Sets when there is no ban on the plying of diesel vehicles in these areas?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) Yes, Sir

(b) and (c) In diesel vehicles, energy from a chemical reaction is converted to mechanical energy whereas in a diesel generating set the output is electrical energy. Hence these two are not comparable

Further, normal vehicular pollution is not localised and disperses rapidly whereas the diesel generating sets are stationary sources and cause localised build up of pollution

#### Zonal Office in Bihar

743. SHRI SHATRUGHAN PRASAD SINGH Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for setting up Railway Zonal Office in Bihar.

(b) whether 5000 acre railway land is lying vacant in Barauni Garhhara; and

(c) if so, the time by which the department is likely to implement this proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (c) The issues relating to reorganisation of zones and divisions in the wake of Project Unigauge and the construction of Konkan Railway, have recently been studied by this Ministry. Further processing for the formulation of proposals and other related matters is being undertaken

(b) No, Sir

#### Siltation in Rivers

744 SHRI RAJIV PRATAP RUDY Will the Minister of ENVIRONMENT OF FORESTS be pleased to state

(a) whether rampant deforestation in the Himalayan ranges is causing siltation in the rivers flowing through Bihar and Uttar Pradesh.

(b) whether the Government has decided to formulate a scheme for desiltation of the rivers.

(c) if so, the details thereof and

(d) if not, the measures taken by the Government to control siltation in the rivers?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) No reports on rampant deforestation in the Himalayan ranges causing siltation in the rivers have been received from the States



(b) No, Sir.

(c) Question does not arise.

(d) Afforestation under Centrally Sponsored Schemes of Integrated Afforestation and Eco-Development Projects is carried out in the catchment areas of the feeding rivers flowing through Bihar and Uttar Pradesh.

An area of 61880 hectares with a total cost of Rs.2535.85 lacs has been treated with suitable soil conservation measures for control of soil erosion, land degradation and control of sediment flow in Upper Yamuna Catchment area under Flood Prone Rivers scheme.

Guidelines have been issued to the State Governments to consider banning of all fellings above 1000 metres; to identify critical areas in the hills and mountains, areas prone to landslides, erosion and geologically unstable formations for providing protection from felling of forests and afforesting vigorously.

Clear felling if resorted to due to compelling reasons should be restricted to areas not exceeding 10 ha. in the hills and 25 ha. on the plains.

Joint Forest Management Systems are being developed with the involvement of village communities and voluntary agencies for protection and regeneration of forests through a mechanism of usufruct sharing basis.

Forest Conservation Act, 1980 has been enacted to prevent diversion of forest land for non-forestry purposes without prior permission of the Central Government.

Indian Forest Act, 1927 and wildlife protection Act, 1972 are enforced to check forest and wildlife offences.

[Translation]

#### Train Services From Bikaner

745. SHRI MAHENDRA SINGH BHATI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce direct trains from Bikaner to Madras, Dehradun, Jammu Tawi, Ajmer and Howrah (Calcutta);

(b) if so, the time by which these trains are likely to be introduced; and

(c) if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (c). The feasibility of introduction of trains from Bikaner to other places is presently not feasible due to operational exigencies and resource constraints.

[English]

#### Construction of Overbridge

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

(a) whether there is a proposal for construction of an overbridge from Sewri Railway Station to Sewri Koliwara in Mumbai (Maharashtra); and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). A number of representations have been received, such as from Balak Palak Shikshak Sangh, Koli Samaj Cooperative Housing Society Ltd., Shrimati Nirmala Samant Prabhavalkar, Shrimati Promila Dandavate & Shri Mohan Rawale, M.P., for provision of a foot over bridge for public to cross the tracks at Sewri. Executive Engineer, Road Development and Design Division, Bombay proposed a fly over in lieu of level crossing 7-A on Harbour line.

Foot over bridges, which are not in lieu of level crossings can only be provided on 'Deposit' terms. As yet no proposal has been received from Bombay Municipal Corporation (BMC) or State Govt. agreeing to bear the cost of Foot Over Bridge on 'Deposit' terms. The proposal for Road Over Bridge could not be finalised by State Govt. as the proposal was not acceptable to Bombay Port Trust in whose land the approach falls.

#### Neem Plantation

747. SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether any study has been conducted to find out the medicinal value of the Neem Tree;

(b) if so, the outcome thereof; and

(c) the steps being taken to encourage Neem Plantation and declare the same as national tree?

THE MINISTER OF AGRICULTURE (EXCLUDING DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) Yes, Sir.

(b) Various parts of neem plant reportedly have antihelminthic, antisiphilitic, antipyretic, antiseptic, astringent, diuretic and purgative actions and have also been used to treat boils, eye diseases, headaches, hepatitis, leprosy, rheumatism, scrofula and ulcers. In Ayurvedic and Unani systems of medicine neem has been recommended for use against various ailments. Even British Doctors recommended its use in 19th century.

The antifertility potential of a neem extract is currently being investigated by the Scientists.

(c) The planting of Neem Tree is being encouraged as part of agro-forestry, social forestry and other forestry programmes. State Governments and Union Territory Administrations are taking up plantation of Neem tree under miscellaneous plantations and also as avenue tree. In addition, there is a 100% Centrally Sponsored Scheme of Minor Forest Produce including medicinal plants which includes neem as a species to be planted in the mixed plantations under the scheme. This scheme is being handled by the National Afforestation and Eco-Development Board (NAEB) in the Ministry of Environment & Forests. There is no proposal to declare neem as National tree at present.

#### Grant of Ration Money

748. SHRI B.L. SHARMA PREM : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the proposal recommended by Delhi Administration for grant of ration money to non-gazetted employees of Delhi Police has been accepted by the Government;

(b) if so, the details thereof and when it is likely to be implemented; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) to (c). The proposal of the Delhi Police for the grant of ration money to its non-gazetted employees has been referred to the Fifth Pay Commission.

#### Gauge Conversion in Andhra Pradesh

749. SHRI T. GOPAL KRISHNA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of kilometres of narrow gauge railway line converted into broad gauge and the targets set for the same during the last three years in Andhra Pradesh; and

(b) the reasons for not achieving the targets, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Except for a small portion of Naupada-Gunupur narrow gauge line, totalling 36 kms only, there are no other narrow gauge line in Andhra Pradesh.

Survey for conversion of Naupada-Gunupur narrow gauge line to broad gauge has just been completed and results are under finalisation.

(b) Does not arise.

#### Development of Fisheries

750. DR. ARUN KUMAR SARMA : Will the Minister of AGRICULTURE be pleased to state :

(a) the details of various Central schemes being implemented in Assam for the development of fisheries;

(b) the amount allocated during each of the last three years, scheme-wise; and

(c) the target fixed and achievement made during the said period, scheme-wise?

THE MINISTER OF AGRICULTURE (EXCLUDING DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) The Following schemes are being implemented in Assam for the development of fisheries :

(i) Development of fresh water aqua-culture.

(ii) Fishery training and extension.

(iii) Welfare of fishermen - Establishment of model fishermen villages

(iv) Inland fisheries statistics.

(b) Prior allocation of funds is not made to the States for implementation of the schemes. Central assistance is released on the basis of the proposals received from the States and progress of implementation of the Schemes. The amount released during each of the last 3 years, schemewise, to Assam is as under .

#### Amount released to Government of Assam

(Rs in lakhs)

Scheme	1993-94	1994-95	1995-96
1. Development of fresh water Aqua-culture	82.00	23.00	23.00
2. Fishery training and extension	-	-	1.70
3. Welfare of fishermen : Establishment of model fisherman villages	-	19.95	-
4. Inland fisheries statistic	2.45	3.00	1.50

(c) The target fixed and achievements made are as follows :

Scheme		1993-94	1994-95	1995-96
1.	Development of fresh water aqua-culture			
	(a) Area covered (Ha)			
	Target :	1150	1150	1150
	Achievement :	1102	750	1150*
	(b) Fish Farmers			
	Training (nos.)			
	Tar. :	1150	1150	1150
	Achie. :	3090	2871	2500*
2.	Fishery Training and extension			
	Persons to be trained :			
	Tar. :	-	-	200
	Achie. :	-	-	200*
3.	Welfare of fishermen . construction of Houses			
	Tar. :	-	114	-
	Achie. :	-	74	-
4.	Inland fisheries statistics			
	Tar	Survey on assessment of resources and Production to be completed in 3 districts for all inland resources		
	Achie.	Survey on assessment of resources of beels in 3 districts completed.		
	Tar	Target	Achie	Achievement
				* provisional

#### Inter State Council Sub-Committee

751. DR.T SUBBARAMI REDDY . Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Government have decided to reconstitute and energise the Inter State Council Sub-Committee which was examining the implementation of the recommendations of the Sarkaria Commission

(b) if so, the details thereof and

(c) the time by which the committee is likely to submit its report on implementation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) (a) to (c) The Inter-State Council was set up in 1990 under article 263 of the Constitution with the following duties -

(i) investigation and discussing such subjects in which some or all of the States or the Union and one or more of the States have a common interest, as may be brought up before it,

(ii) making recommendations upon any such subject and, in particular recommendations for the better coordination of policy and action with respect to that subject, and

(iii) deliberating upon such other matters of general interest to the States as may be referred by the Chairman of the Council

As decided in its first meeting held on 10th October 1990, a Sub-Committee of the Inter-State Council consisting of eight Chief Ministers and three Union Ministers was constituted to examine the recommendations of the Sarkaria Commission on Centre-State relations. The Sub-Committee held six meetings and completed discussion on 190 out of 247 recommendations, the Sub-Committee was required to submit its report by 30th June, 1996. Its term expired on 30th June, 1996. Its reconstitution and extension of term are under consideration.

#### New Delhi-Bhopal Shatabdi Express

752. SHRI BANWARI LAL PUROHIT Will the Minister of RAILWAYS be pleased to state

(a) whether there is a demand to extend the existing New Delhi-Bhopal Shatabdi Express upto Nagpur and vice-versa,

(b) if so, whether the Government have conducted any survey about the feasibility to extend the Shatabdi Express upto Nagpur, and

(c) if so, the time by which it is likely to be extended?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Some representations have been received in this regard

(b) Since the Shatabdi Express is a day time intercity type of train and with the running time from New Delhi to Nagpur being over 13 hours in one direction, it would not be feasible to extend the New Delhi-Bhopal Shatabdi Express upto Nagpur

(c) Does not arise

#### Wagon Load

753. SHRI BASUDEB ACHARIA Will the Minister of RAILWAYS be pleased to state

(a) whether Eastern Railway has been denying to accept load less than of a full rake of outward consignments at the Howrah station.

(b) if so, the alternative arrangements made by the Eastern Railway for such freight traffic

(c) whether this decision is against the interest of the Railway finance as freight traffic revenue will go down, and

(d) if so, whether Government propose to review this policy and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No, Sir

(b) to (d) Do not arise.

[Translation]

#### Theft of Coal

754. SHRI KASHI RAM RANA Will the Minister of RAILWAYS be pleased to state

(a) the details of the cases of theft of coal and booked goods articles from the wagons in each Zone during the last year.

(b) the number of persons arrested in this connection and the value of the goods articles recovered from them, and

(c) the concrete steps proposed to be taken to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) A Statement is attached

(c) the following preventive measures are taken to check such thefts

- 1 Escorting of trains carrying coal and other valuable consignments over vulnerable sections as far as possible
- 2 Intensive beat patrolling in yards and other affected areas/section

3. Joint checking at interchange points to take stock of the conditions of wagons/seals, carrying consignments.

4. RPF armed pickets are posted/deployed in vulnerable sections as far as possible.

5. Plain clothed RPF personnel are also deployed to collect crime intelligence with a view to tracking down the criminals.

6. Based on criminal intelligence, raids and searches are conducted on the dens of criminals/receivers of stolen property in order to bring them to book

7. Dog squads are deployed for patrolling vulnerable yards and areas

8. Close coordination between RPF, GRP and Local Police is maintained at various levels to apprehend criminals and receivers of stolen property.

#### STATEMENT

(a) and (b) Details of the cases of theft of coal and booked good from the wagons over Indian Railways during the financial year 1995-96.

#### Theft of Coal

Zones	No. of Cases	Value of Property		Persons Arrested
		Stolen (in Rs.)	Recovered (in Rs.)	
C.R.	91	23990	23990	136
E.R.	326	856501	908148	343
N R	59	492008	2095	18
N E	35	21435	21435	54
N F	7	1260	1260	11
S R	-	-	-	-
S.C	2	8700	8700	17
S E	54	295191	294591	130
W.R.	2	440	440	6
Total	576	1699525	1260659	715

#### Theft of Booked Consignment (excluding coal)

Zones	No of Cases	Value of Property		Persons Arrested
		Stolen (in Rs.)	Recovered (in Rs.)	
1	2	3	4	5
C.R	394	3493812	1027534	89
E R	2383	10821990	878559	95
N R	887	4977524	2126688	333
N.E.	558	2259136	365111	27

1	2	3	4	5
N.F	1117	5670115	143301	52
S.R	611	2773436	396653	90
S.C.	205	560215	44228	38
S.E	846	4290041	45526	152
W.R	660	3049025	424555	173
Total	7661	39905294	5452155	1049

[English]

#### Expansion of Trichur Railway Station

755 SHRI V. V. RAGHAVAN : Will the Minister of RAILWAYS be pleased to state

(a) whether the expansion work of the Trichur Railway Station is in progress;

(b) the details of the progress made so far, the estimated and revised cost of the project, the money allocated and spent and the proposed allocation in the budget for 1996-97 for the said purpose; and

(c) by when it is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) Works of remodelling of the station building, provision of Vegetarian and Non-Vegetarian refreshment rooms and improvements to parcel office were sanctioned at a total cost of Rs.60.02 lakh during 1995-96. Against an initial allocation of Rs 4.40 lakh, a sum of Rs.5.19 lakh has been spent on the work of improvements to parcel office and the work has progressed upto roof level. The remaining works are under planning stage and will be taken up shortly. An allocation of Rs 54.83 lakh is proposed for all these works during 1996-97.

(c) March, 1997

[Translation]

#### Train Between Patan and Ahmedabad

756 SHRI MAHESH KUMAR M. KANODIA : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to introduce Intercity Express between Patan and Ahmedabad;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir.

(b) Does not arise

(c) Operational and resources constraints.

#### Introduction of New Train

757 SHRI VISHAMBHAR PRASAD NISHAD : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to introduce new trains from New Delhi to Jhansi-Banda-Manikpur-Allahabad routes;

(b) if so, details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) There is no such proposal at present

(b) Does not arise

(c) Operational exigencies and resource constraints

#### Taj Mahal

758. SHRI BHAGWAN SANKAR RAWAT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state

(a) the details of the directions given by the Supreme Court in the Public Interest Petition pending for protecting the Taj Mahal from environmental pollution, and

(b) the action taken or proposed to be taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT JAI NARAYAN PRASAD NISHAD) : (a) The writ petition (civil) No 13381 of 1984 regarding the preservation of the Taj Mahal called for first hearing by the Supreme Court in January 1993. Thereafter, various orders have been issued by the court. The important orders concerned with this Ministry include

(i) Constitution of a special cell for implementation of a green belt development plan around the Taj Mahal (order dated 11.4.94) and given comment on the report submitted by the Central Pollution Control Board (CPCB) on the progress of plantation (Order dated 20.2.96)

(ii) Constitution of an expert committee on atmospheric environmental Quality and Preservation of Taj Mahal and Agra Monuments. (order dated 9.4.94)

- (iii) Filing of positive response regarding relocation of industries in the Agra Mathura region (order dated 1.12.95)

(b) A special cell was set up by the Ministry of Environment and Forests vide the order dated 5.5.94 under the Chairmanship of Ms. Amarjeet Kaur Ahuja, the then Joint Secretary, National Afforestation and Eco-Development Board for implementation of the Green belt development plan. The Ministry of Environment and Forests released Rs. 140 lakhs for this programme. Considerable plantation has already been done and further plantation is in progress. The Ministry of environment and Forests also submitted comments to the court on the CPCB's report.

The Varadarajan committee was constituted on 18.5.94 by the Ministry of Environment and Forests under directions of the Supreme Court. The Committee submitted its report to the Ministry of Environment & Forests on 30th April, 1995 and the report has been submitted to the Hon'ble Supreme Court. The recommendations of this Committee are implemented through the Sectoral Ministries and the Government of Uttar Pradesh.

The Supreme Court directed the Ministry of Environment and forests in cooperation with the Government of UP to submit a relocation scheme of the industries in the Agra-Mathura region. The Ministry has already submitted the scheme and the judgement on the relocation scheme has been reserved by the Court.

*[English]*

#### Communal Riots

759 KUMARI MAMATA BANERJEE Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons killed in communal riots in the country during the last three years, Union Territory State wise

(b) whether compensation has been paid to the victims and families of the deceased.

(c) if so, the details thereof, and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR): (a) to (d) As 'Public Order' is listed as item No 1 of List II - State List of the Seventh Schedule of the Constitution of India, the State Governments are primarily concerned with the law & order situation, including communal riots, and for payment of ex-gratia to the communal riot victims and to the families of those killed in such riots. However, information is being collected from the State Govts and will be laid on the Table of the House.

*[Translation]*

#### Ratlam-Bhopal-Indore-Ujjain Line

760. SHRI THAWAR CHAND GEHLOT Will the Minister of RAILWAYS be pleased to state:

(a) the names of railway lines in the Ratlam Rail Division, Western Railway decided to be converted from single lines to double lines during 1994-95 and 1995-96;

(b) the physical and financial achievements against the targets fixed for the purpose upto May 31, 1996;

(c) the details of the plan of the Government to cover Ratlam-Bhopal and Indore-Ujjain railway line into double line completely, and

(d) whether the Government would convert these two lines into double lines by 1996-97?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) the only broad gauge line in Ratlam Railway Division i.e. Godhra to Nagda is already a double line. Hence, question of conversion from single line to double does not arise. On the metre gauge Ajmer-Khandwa section, no doubling work is sanctioned.

(b) Does not arise.

(c) On the Ratlam-Bhopal section, Ratlam to Maksi, Bolai to Akodia and Phanda to Bhopal is already double line. Doubling is in progress on the rest of the line and would be completed within the 9th plan period. There is no proposal for doubling between Ujjain and Indore.

(d) No, Sir.

*[English]*

#### Kollam Thiruvananthapuram Line

761 SHRI E AHAMED Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government have received any request from Kerala for doubling of Kollam Thiruvananthapuram railway line, manning of unmanned level crossings and maintenance of proper upkeep of trains in the State, and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir. However, no proposal have been received for manning of unmanned level crossings. Doubling of Kollam-Thiruvananthapuram is already in progress. In addition, upgradation of coach maintenance facilities at Ernakulam and at Thiruvananthapuram has been planned.

### Deer Population

762. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the details of deer population in the country, State-wise;

(b) whether deer population has increased or decreased over the past five years;

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

(d) the reasons for decrease, if any; and

(e) the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) The State-wise population figures of all the 9 species of deer which occur in the country are not maintained. However, the population of the Kashmir stag (Hangul) and the Manipur brow-antlered deer (Sangai), which have very localised distribution are as given below :

<i>Sangai</i>	<i>Hangul</i>
(Keibul Lamjao National Park, Manipur.	(Dachigam National Park, J & K)
1990 - 76	1992 - 110
1995 - 152	1995 - 290

(b) and (c) There is an increase in the population of the 2 species of deer as shown above.

(d) Does not arise

(e) All the 9 species of deer which occur in the country are fully protected against hunting and commercial exploitation under the provisions of the Wildlife (Protection) Act, 1972. Besides, the deer and their habitat is also especially protected through a network of national parks and sanctuaries which have been established throughout the country.

### Trains from Howrah to New Delhi

763. SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal to introduce more superfast trains from Howrah to New Delhi and other places of the country which at present do not have direct train services; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Provision of additional passenger services by way of introduction of superfast trains including from Howrah to New Delhi and other places is a continuous process subject to operational feasibility, traffic justification and resources availability.

[Translation]

### Intercity Trains

764. SHRI SUSHIL CHANDRA : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the stations at which Intercity Express between Bhopal and Indore halts;

(b) whether the Government propose to decrease the number of halts of Intercity Express during the current year to reduce the travelling time of the train; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) At present, 9903/9904 Bhopal-Indore Intercity Express (DMU) is stopping at Shujalpur, Ujjain and Dewas only.

(b) No, Sir

(c) Does not arise.

[Translation]

### Crimes

765. SHRI R.L.P. VERMA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether crimes in the country have increased during the last three years;

(b) if so, the details thereof alongwith the comparative figures; and

(c) the steps taken/proposed to be taken to prevent recurrence of crimes in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAQBOOL DAR) : (a) and (b). A set of Statements I to II are enclosed.

(c) Even though, as per provisions contained in the Seventh Schedule of the Constitution, 'Police' and 'Public Order' are State subjects, the Central Government has been guiding the States on improving various facets of police functioning including crime control. The Central Government has been providing financial assistance to the States as well for modernising their police forces

**STATEMENT - I***Incidence of Cognizable Crime (IPC) during 1993*

S.No.	State/UT	Murder	Attempt to commit Murder	C H Not amounting to Murder	Rape	Kidnapping & Abduction Total Of women & Girls	Of others	Dacoity	
1	2	3	4	5	6	7	8	9	10
<b>STATES</b>									
1	Andhra Pradesh	2514	1385	79	840	796	472	324	680
2	Arunachal Pradesh	55	35		29	19	19	0	18
3	Assam	1105	336	48	560	1158	1034	124	725
4	Bihar	4983	4902	624	1118	2635	1335	1300	2754
5	Goa	36	14	9	14	26	19	7	153
6	Gujarat	1514	854	13	355	1071	923	148	338
7	Haryana	611	310	98	235	313	208	105	78
8	Himachal Pradesh	126	72	10	100	193	167	26	12
9	Jammu and Kashmir	631	585	15	115	354	304	50	45
10	Karnataka	1494	551	47	232	490	306	192	306
11	Kerala	506	362	28	211	135	85	50	53
12	Madhya Pradesh	3250	3091	192	2658	1092	996	96	260
13	Maharashtra	3133	1586	150	1145	1158	740	418	794
14	Manipur	319	144	3	8	123	77	46	49
15	Meghalaya	106	25	2	19	27	8	19	77
16	Mizoram	39	11	2	40	7	0	7	4
17	Nagaland	104	30	0	8	43	13	30	49
18	Orissa	821	963	101	405	432	432	0	307
19	Punjab	702	867	112	90	189	102	87	13
20	Rajasthan	1406	1515	102	893	2372	2151	221	11
21	Sikkim	12	3	3	7	4	4	0	3
22	Tamil Nadu	1630	1571	28	244	774	757	17	1655
23	Tripura	255	94	0	69	101	61	40	206
24	Uttar Pradesh	10589	9094	1543	1787	4423	2522	1901	1778
25	West Bengal	1685	453	584	712	1022	700	314	518
<b>Total (States)</b>		<b>37686</b>	<b>29213</b>	<b>3790</b>	<b>11894</b>	<b>10965</b>	<b>13443</b>	<b>5522</b>	<b>9324</b>
<b>UNION TERRITORIES</b>									
26.	A and N Islands	10	10	0	4	3	3	0	0
27.	Chandigarh	14	15	7	6	31	24	7	0
28.	Dadra and Nagar Haveli	4	1	0	0	4	3	3	1
29.	Daman and Diu	4	1	0	1	2	0	2	5
30.	Delhi	487	472	83	306	817	580	237	27
31.	Lakshadweep	0	0	0	0	0	0	0	0
32.	Pondicherry	55	13	2	7	8	5	3	0
<b>Total UT</b>		<b>554</b>	<b>512</b>	<b>92</b>	<b>324</b>	<b>865</b>	<b>615</b>	<b>250</b>	<b>33</b>
<b>Total (All India)</b>		<b>38240</b>	<b>29725</b>	<b>3890</b>	<b>12218</b>	<b>19823</b>	<b>14056</b>	<b>5772</b>	<b>9357</b>

Source : Crime in India Data



S.No.	State/UT	Preparation and Assembly for Dacoity	Robbery	Burglary	Theft	Riots	Criminal Breach of Trust	Cheating
1	2	11	12	13	14	15	16	17
<b>STATES</b>								
1.	Andhra Pradesh	6	1136	6816	19032	3255	621	2207
2.	Arunachal Pradesh	1	61	157	278	19	32	20
3.	Assam	23	1010	3599	7859	4462	487	554
4.	Bihar	242	3030	7914	20098	13819	1523	1595
5.	Goa	0	30	579	1083	241	49	65
6.	Gujarat	0	1053	6361	20728	2682	2742	3619
7.	Haryana	22	202	2558	4218	435	287	679
8.	Himachal Pradesh	0	34	1084	1148	678	138	185
9.	Jammu and Kashmir	0	96	1601	0264	681	150	141
10.	Karnataka	2	985	10141	18680	7856	724	19936
11.	Kerala	18	221	4592	3795	6126	324	1372
12.	Madhya Pradesh	135	2198	18834	32184	3772	6669	1407
13.	Maharashtra	89	3388	16791	52247	4892	1974	3145
14.	Manipur	0	50	97	267	112	10	83
15.	Meghalaya	0	70	219	521	56	7	31
16.	Mizoram	0	11	239	544	3	21	61
17.	Nagaland	0	162	223	327	25	30	29
18.	Orissa	0	957	4699	10172	1941	470	444
19.	Punjab	18	44	939	1069	12	135	328
20.	Rajasthan	16	1038	7551	14262	17668	951	4552
21.	Sikkim	0	9	97	124	42	6	10
22.	Tamil Nadu	0	416	6945	22975	8339	621	1107
23.	Tripura	4	292	520	913	440	20	14
24.	Uttar Pradesh	362	6683	17541	45491	9273	3792	3886
25.	West Bengal	142	830	1030	24847	642	623	1162
Total (States)		1080	24006	121135	305126	93471	16356	28632
<b>UNION TERRITORIES</b>								
26.	A and N Islands	0	5	88	84	15	6	7
27.	Chandigarh	0	9	177	906	31	22	95
28.	Dadra and Nagar Haveli	0	1	20	27	14	3	0
29.	Daman and Diu	0	0	22	33	28	5	4
30.	Delhi	22	326	1465	13161	219	634	1318
31.	Lakshadweep	0	0	8	17	1	0	0
32.	Pondicherry	0	7	105	1080	59	13	23
Total UT		22	348	1885	15308	367	683	1447
Total (All India)		1102	24354	123020	320434	93838	17039	30079

S.No.	State/UT	Counter Feiting	Other IPC Crimes	Total Cog Crimes under IPC
1	2	18	19	20
<b>STATES</b>				
1.	Andhra Pradesh	236	59022	98625
2	Arunachal Pradesh	7	824	1560
3	Assam	102	15327	37355
4.	Bihar	30	60375	125642
5	Goa	16	936	4111
6.	Gujarat	178	78301	119809
7	Haryana	37	21671	31754
8	Himachal Pradesh	7	7077	10864
9	Jammu and Kashmir	0	8043	14731
10	Karnataka	1055	60956	105863
11	Kerala	67	59042	76852
12	Madhya Pradesh	61	109955	179758
13	Maharashtra	367	93730	184589
14	Manipur	24	1336	2624
15	Meghalaya	13	690	1863
16	Mizoram	6	477	1465
17	Nagaland	28	488	1546
18	Orissa	12	29885	51609
19	Punjab	18	4909	9445
20	Rajasthan	274	68410	121100
21	Sikkim	0	342	662
22	Tamil Nadu	554	80295	125654
23	Tripura	1	2246	5175
24	Uttar Pradesh	403	86883	203488
25	West Bengal	116	3344	70710
<b>Total (States)</b>		<b>3612</b>	<b>882504</b>	<b>1586862</b>
<b>UNION TERRITORIES</b>				
26	A and N Islands	2	430	664
27	Chandigarh	1	629	1943
28	Dadra and Nagar Haveli	0	246	321
29	Daman and Diu	1	116	222
30	Delhi	99	17161	36597
31	Lakshadweep	0	22	48
32.	Pondicherry	13	1914	3279
<b>Total (UTs)</b>		<b>116</b>	<b>20518</b>	<b>43074</b>
<b>Total (All India)</b>		<b>3728</b>	<b>903082</b>	<b>1629936</b>

## STATEMENT - II

## Incidence of Cognizable Crime (IPC) During 1994

S.No	State UT	Murder	Attempt to commit Murder	C.H. Not amounting to Murder	Rape	Kidnapping & Abduction			Dacoity
						Total	Of women and Girls	Of others	
1	2	3	4	5	6	7	8	9	10
<b>STATES</b>									
1	Andhra Pradesh	2419	1302	83	873	993	648	345	529
2	Arunachal Pradesh	64	32	3	28	41	30	11	45
3	Assam	1198	367	49	530	1140	1003	137	807
4	Bihar	5098	4542	630	1130	2419	541	1878	2677
5	Goa	38	8	2	8	16	11	5	5
6	Gujarat	1340	714	6	356	1091	951	148	318
7	Haryana	677	370	109	258	347	236	111	48
8	Himachal Pradesh	104	77	16	110	208	165	43	3
9	Jammu and Kashmir	758	657	8	109	339	279	60	49
10	Karnataka	1552	1094	61	281	621	398	231	377
11	Kerala	509	385	33	197	180	120	60	102
12	Madhya Pradesh	3331	3188	325	2929	1264	1155	109	265
13	Maharashtra	2787	1325	136	1304	1171	799	372	693
14	Manipur	241	144	7	5	115	78	37	26
15	Meghalaya	119	22	6	34	26	17	9	70
16	Mizoram	35	25	0	44	7	0	7	153
17	Nagaland	137	57	4	12	40	15	25	355
18	Orissa	821	1117	94	436	455	455	0	373
19	Punjab	662	390	99	108	220	135	85	10
20	Rajasthan	1499	1761	124	1002	2531	2110	421	88
21	Sikkim	6	4	0	9	14	2	12	5
22	Tamil Nadu	1742	1754	44	237	576	558	26	124
23	Tripura	284	61	1	61	114	33	81	154
24	Uttar Pradesh	10776	9541	1371	2078	4798	2796	2002	1740
25	West Bengal	1817	560	646	743	1128	783	345	553
	Total (States)	38014	29497	3857	12882	19854	13302	6552	9249
<b>UNION TERRITORIES</b>									
26	A and N Islands	14	4	0	4	4	3	1	0
27	Chandigarh	22	15	5	6	55	45	10	0
28	Dadra and Nagar Haveli	7	3	0	2	6	5	1	1
29	Daman and Diu	3	2	0	1	1	0	1	2
	Delhi	492	479	84	309	1055	713	342	19
	Lakshadweep	0	0	0	0	0	0	0	0
	Pondicherry	25	20	0	4	8	7	1	0
	Total UT	563	523	89	326	1129	773	356	22
	Total (All India)	38577	30020	3946	13208	20983	14075	6908	9271

Source: Crime in India Data

S.No.	State/UT	Preparation and Assembly for Dacoity	Robbery	Burglary	Theft	Riots	Criminal Breach of Trust
1	2	11	12	13	14	15	16
<b>STATES</b>							
1	Andhra Pradesh	5	979	6954	17396	3354	637
2	Arunachal Pradesh	0	52	165	317	11	31
3	Assam	24	1054	3275	7325	3876	456
4	Bihar	248	3002	7156	18399	13593	1775
5	Goa	0	19	438	805	163	46
6	Gujarat	0	1153	6238	220265	2259	2394
7	Haryana	36	257	2749	4333	420	332
8	Himachal Pradesh	0	24	1089	1019	696	109
9	Jammu and Kashmir	0	111	1827	2348	647	93
10	Karnataka	4	1115	9980	19538	9130	600
11	Kerala	19	217	4545	3706	7324	325
12	Madhya Pradesh	112	2146	19856	31934	3961	873
13	Maharashtra	84	3180	15900	47668	4422	1844
14	Manipur	0	49	94	273	58	13
15	Meghalaya	1	101	195	514	44	22
16	Mizoram	0	10	212	563	2	23
17	Nagaland	0	117	221	274	9	38
18	Orissa	0	883	4537	8640	1863	402
19	Punjab	15	46	989	1275	7	147
20	Rajasthan	8	1137	8327	15517	18741	846
21	Sikkim	0	9	123	168	55	5
22	Tamil Nadu	0	401	6348	19986	7343	650
23	Tripura	0	177	408	607	283	13
24	Uttar Pradesh	238	6506	16822	43143	9594	3615
25	West Bengal	130	791	945	22068	6147	610
Total (States)		932	23536	119443	288143	94002	15899
<b>UNION TERRITORIES</b>							
26	A and N Islands	0	1	68	61	21	8
27	Chandigarh	0	8	178	967	46	27
28	Dadra and Nagar Haveli	0	4	24	61	30	5
29	Daman and Diu	0	3	37	33	24	4
30	Delhi	14	377	1660	13490	172	578
31	Lakshadweep	0	0	3	20	8	1
32	Pondicherry	0	4	123	789	41	1
Total (UTs)		914	397	2093	15421	342	624
Total (A' India)		946	23933	121536	303564	94344	16523

Source: Crime in India Data

S No	State/UT	Cheating	Counter Feiting	Other IPC Crimes	Total Cog. Crimes under IPC
1	2	17	18	19	20
<b>STATES</b>					
1.	Andhra Pradesh	2384	252	62629	100789
2.	Arunachal Pradesh	22	6	1056	1873
3.	Assam	509	95	14756	35461
4.	Bihar	1362	74	53517	115622
5.	Goa	57	18	1387	3130
6.	Gujarat	3298	160	72660	112252
7.	Haryana	779	41	21836	32592
8.	Himachal Pradesh	196	11	7123	10785
9.	Jammu and Kashmir	172	3	7799	14920
10.	Karnataka	1905	425	66266	112949
11.	Kerala	1415	71	64832	83860
12.	Madhya Pradesh	1527	60	116254	188025
13.	Maharashtra	3179	239	97711	181643
14.	Manipur	92	11	1284	2412
15.	Meghalaya	30	7	774	1965
16.	Mizoram	53	4	588	1719
17.	Nagaland	50	6	499	1499
18.	Orissa	413	27	28228	48289
19.	Punjab	532	11	6120	10631
20.	Rajasthan	5549	287	75602	133019
21.	Sikkim	7	2	428	827
22.	Tamil Nadu	1178	567	78121	119071
23.	Tripura	19	11	1604	3797
24.	Uttar Pradesh	3722	284	90475	204703
25.	West Bengal	1249	67	31480	68942
Total (States)		29699	2739	903029	1590775
<b>UNION TERRITORIES</b>					
26.	A and N Islands	6	0	356	547
27.	Chandigarh	99	0	671	2899
28.	Dadra and Nagar Haveli	0	0	345	488
29.	Daman and Diu	4	2	107	223
30.	Delhi	1383	99	18012	38223
31.	Lakshadweep	0	0	20	52
32.	Pondicherry	16	11	1802	2844
Total (UTs)		1508	112	21313	44476
Total (All India)		31207	2851	924342	1635251

Source: Crime in India Data

**STATEMENT-III***Incidence of Cognizable Crime (IPC) during 1995  
(State and UT-Wise)*

† S No.	State/UT	Murder	Attempt to commit Murder	C.H. Not amounting to Murder	Rape	Kidnapping and Abduction	Dacoity	Robbery	Burglary
1	2	3	4	5	6	7	8	9	10
<b>STATES</b>									
1	Andhra Pradesh	2376	1105	97	834	990	538	860	6266
2	Arunachal Pradesh	71	33	1	27	48	42	60	136
3	Assam	485	100	8	217	510	346	490	1380
4	Bihar	2023	1088	278	363	826	1091	1022	2426
5	Goa	36	4	3	20	21	2	22	614
6	Gujarat	1373	727	18	248	835	287	933	5683
7	Haryana	625	323	100	256	433	57	252	2806
8	Himachal Pradesh	125	86	7	110	177	3	26	975
9	Jammu and Kashmir	796	627	35	114	379	51	169	1911
10	Karnataka	1734	1229	55	262	581	307	1079	10234
11	Kerala	457	481	34	244	158	78	215	4338
12	Madhya Pradesh	3318	3036	439	2925	1137	153	1868	1844
13	Maharashtra	2799	1380	165	1332	1197	691	1303	15422
14	Manipur	289	161	5	11	111	21	37	111
15	Meghalaya	103	16	3	14	17	72	74	128
16	Mizoram	37	33	7	42	39	11	17	319
17	Nagaland	151	44	8	15	29	30	105	220
18	Orissa	822	494	85	476	288	255	892	3717
19	Punjab	643	327	86	91	243	26	44	1018
20	Rajasthan	1260	1220	195	870	2390	79	984	7014
21	Sikkim	12	9	6	3	13	3	5	89
22	Tamil Nadu	1940	1553	20	241	599	134	524	6079
23	Tripura	251	62	0	75	194	183	144	375
24	Uttar Pradesh	10384	8685	1118	1783	3885	1315	5344	12482
25	West Bengal	1788	535	620	787	934	481	861	826
	Total (States)	33905	23339	3388	11360	16038	6256	19130	102960
<b>UNION TERRITORIES</b>									
26	A and N Islands	14	8	0	5	4	0	2	57
27	Chandigarh	14	17	7	5	37	1	10	175
28	Dadra and Nagar Haveli	11	10	4	1	6	1	5	30
29	Daman and Diu	5	3	0	1	2	3	5	22
30	Delhi	501	587	80	335	1294	28	557	2016
31	Lakshadweep	0	0	0	0	0	0	0	4
32	Pondicherry	23	12	2	2	9	1	4	85
	Total (UTs)	568	637	93	349	1352	34	583	2389
	Total (All India)	34473	23976	3481	11709	17390	6290	19713	105349

Source: Monthly Crime Statistics

Note: Figures are Provisional

S No	State UT	Theft	Riots	Criminal Breach of Trust	Cheating	Counter-Feiting	Others IPC Crimes	Total Cog. crimes under IPC	Remarks (Figs. are upto the month of)
1	2	11	12	13	14	15	16	17	18
<b>STATES</b>									
1.	Andhra Pradesh	14601	4587	548	2257	157	63288	98594	
2.	Arunachal Pradesh	313	19	23	23	2	1103	1901	
3.	Assam	3224	1085	125	141	12	7793	15848	May
4.	Bihar	6111	4800	158	192	109	27486	45973	May
5.	Goa	1123	180	39	54	12	1413	3543	
6.	Gujarat	19082	1593	1276	802	157	70442	103456	
7.	Haryana	4436	533	284	603	54	20597	31361	
8.	Himachal Pradesh	919	578	92	144	11	7887	11140	
9.	Jammu and Kashmir	2181	618	85	153	28	7881	15028	
10.	Karnataka	18983	9613	604	1984	76	73596	120337	
11.	Kerala	3105	6471	227	1396	21	70200	87425	
12.	Madhya Pradesh	30951	3835	699	1563	186	127013	195564	
13.	Maharashtra	49529	3676	1908	3191	1524	107983	193900	
14.	Manipur	320	41	17	64	13	18	2519	
15.	Meghalaya	427	34	10	22	6	699	1625	November
16.	Mizoram	869	1	28	78	12	953	2446	
17.	Nagaland	272	11	22	19	2	426	1354	
18.	Orissa	6805	1538	156	393	19	30227	46167	November
19.	Punjab	1377	6	159	577	18	6524	11124	
20.	Rajasthan	13301	17364	690	3933	516	74717	124533	October
21.	Sikkim	125	23	9	58	1	282	633	
22.	Tamil Nadu	18834	4456	383	895	492	74398	110548	
23.	Tripura	576	246	14	24	3	1588	3735	
24.	Uttar Pradesh	33282	7873	3018	3121	196	78637	171128	
25.	West Bengal	21099	6111	484	1161	58	33668	69413	
Total (States)		251845	75292	11059	22848	3685	890120	1471225	
<b>UNION TERRITORIES</b>									
26.	A and N Islands	56	19	5	6	0	290	466	
27.	Chandigarh	832	66	54	85	2	730	2035	
28.	Dadra and Nagar Haveli	57	27	7	2	0	254	415	
29.	Daman and Diu	56	39	3	11	0	92	242	November
30.	Delhi	173314	206	643	1142	63	22743	47709	
31.	Lakshadweep	12	1	3	0	0	12	32	
32.	Pondicherry	458	43	3	10	4	1743	2399	
Total (UTs)		18785	401	718	1256	69	25864	53298	
Total (All India)		270630	75693	11777	24104	3754	915984	1524523	

Source: Monthly Crime Statistics

Note: Figures are Provisional

[Translation]

**Pune-Nasik-Baghai-Billimora-Surat Line**

766. SHRI KACHARU BHAU RAUT Will the Minister RAILWAYS be pleased to state

(a) whether there is any proposal to lay Pune-Nasik-Baghai-Billimora-Surat railway line,

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (c) Preliminary Engineering-cum-Traffic Survey for only a new BG line between Pune-Nasik (212 kms.) has been taken up. Further consideration of the project will be possible once the results of the survey become available.

Due to constraint of resources, the proposal for construction of new line from Nasik to Surat via Baghai and Billimora, cannot be considered at this stage.

**Review of Contracts**

767. SHRI PANKAJ CHOWDHARY  
SHRI SATYA DEO SINGH  
SHRI PRABHU DAYAL KATHERIA

Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have any proposal to review the contracts assigned for various services on the railway stations,

(b) if so, the salient features thereof, and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) No. Sir

(b) and (c) Do not arise.

**Conversion of Ratlam-Neemuch Line**

768. DR LAXMINARAYAN PANDEY Will the Minister of RAILWAYS be pleased to state

(a) whether the gauge conversion work on Ratlam-Neemuch metre gauge line in Ratlam Division of Western Railway has been in progress,

(b) the funds allocated for this purpose during 1994-95 and 1995-96, and

(c) whether the said work is to be completed by 1996-97?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir.

(b) The funds allocated for this work are as under

1994-95	1995-96
Rs. 2.10 crs	Rs. 8.65 crs

(c) The target date is not yet fixed.

[English]

**Unauthorised Passengers in Reserved Coaches**

769. SHRI SOUMYA RANJAN Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have received complaints regarding the entrance of unauthorised passengers into reserved 3 Tier, First Class and A.C. compartments in most of the trains, and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Some complaints of unauthorised passengers entering into Sleeper Class coaches of trains in particular have come to notice.

(b) Apart from taking follow up action on specific complaints, surprise checks are organised frequently by commercial and vigilance departments in close concert with RPF and GRP to apprehend persons travelling without proper authority. Action is taken against such people under provisions of Railways Act. Ticket checking activities are intensified in trains and sections which are found to be vulnerable.

**Wagon Industry**

770. SHRI RUPCHAND PAL Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have any plan to revitalise the sagging wagon industry in the country, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) Railway Board places orders on the wagon industry as well as Rly's own workshops for procurement of wagons on year to year basis based upon the actual requirements. The orders for wagons placed during the last 2 years on wagon industry are as under

1994-95 = 10800	Four wheeler units
1995-96 = 16085	Four wheeler units

During the current year 1996-97 procurement of 25000 four wheeler units have been planned.



### Reservation in ICAR

771. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of AGRICULTURE be pleased to state :

(a) whether recommendations of the Mandal Commission to provide reservation and age relaxation to the other Backward Classes in jobs are being implemented in the selection of scientists in the Indian Council of Agricultural Research;

(b) if not, the reasons therefor; and

(c) the steps being taken by the Government to implement the recommendations without any further delay?

THE MINISTER OF AGRICULTURE (EXCLUDING DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : (a) As per Government of India instructions, 27% reservation is provided to OBCs in scientific posts where reservation exists for SC/ST. Relaxation in upper age limit for a period of 3 years in respect of the Scientific posts filled up on direct recruitment at entry level is also given to the OBCs.

(b) and (c). Does not arise

[Translation]

### Gauge Conversion

772. PROF RASA SINGH RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) the target fixed for completing the broad gauge conversion work of Delhi-Ahmedabad-Jaipur-Ajmer Marwad Junction Railways Line

(b) the reasons for delay in achieving the target;

(c) the extent of the work completed on this project and the amount spent thereon

(d) the likely time to be taken for completion of the remaining work and the amount earmarked for it; and

(e) the alternative arrangements made for the facilities of passengers during the period of Gauge Conversion?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The original target date for completion of the project was 31.3.96

(b) On request from Ministry of Petroleum, work on some of the sections was delayed till the Kendla-Bhatinda oil pipe line is commissioned

(c) Sections completed so far are as under :

1. Delhi-Ajmer (444 Kms )

2. Mehsana-Ahmedabad (52 kms )

The amount spent so far on this project is Rs 502.30 crs

(d) The remaining work i.e. from Ajmer-Mahesana (423 kms.) is expected to be completed by Feb '97. The

amount earmarked for 1996-97 will be available in the Budget Document which will be laid in the House later today.

(e) State Government will be requested to operate additional Bus Services.

[English]

### Siliguri to Alipurduar

773. PROF JITENDRA NATH DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to make an alternative broad gauge rail line from Siliguri to Alipurduar via Domohoni, Malbazar;

(b) if so, the details thereof; and

(c) the time by which the work is likely to be executed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes Sir

(b) and (c) The Gauge Conversion of Bongaigaon-Siliguri (275 kms) section will be taken up in the coming years in lieu of doubling of the BG line between Jaipalguri and Bongaigaon

### Foreign Refugees

774. SHRI RAJIV PRATAP RUDY : Will the Minister of HOME AFFAIRS be pleased to state

(a) the extent of foreign refugees staying in India

(b) the number and name of countries from which they have come;

(c) whether they have been accorded political asylum for Indian citizenship; and

(d) if not, whether the Government propose to deport them to their countries?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) and (b) The number of foreign refugees staying in India and their country of origins are as follows

Country of Origin	Number of refugees
Tibet	98,000
Sri Lanka	87,729
Bangladesh (Chakma and Hajongs)	66,234
Burma	52
Total	2,52,015

In addition to these, there are 18,932 Afghans, 255 Somalis and 808 refugees from Other Countries living in India under the Mandate of the United Nations High Commission for Refugees.

(c) and (d). Indian Citizenship is granted in accordance with the provisions of the India Citizenship Act, 1955. No special provision exists in the citizenship to persons holding refugee Status. As per the policy of the Government of India, the refugees are being repatriated to their respective Countries on Voluntary basis on the basis of bilateral consultations with their home countries.

[Translation]

#### Fencing of Barbed Wire Along Indo-Pak Border

775 SHRI MAHENDRA SINGH BHATI Will the Minister of HOME AFFAIRS be pleased to state

(a) the length in kilometres fenced with the proposed to be fenced with barbed wire along the Indo-Pak border,

(b) the name and address of the agency contractor appointed for fencing and

(c) the amount spent and proposed to be spent by the Government on it?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD MAGBOOL DAR) (a) The progress of fencing work along the Indo-Pak border is as under

	Completed	To be completed
Punjab	451 kms	-
Rajasthan	600 Kms	435 Kms
Jammu	-	180 Kms
Gujarat	Terrain is not suitable for fencing	

(b) The work is being done through CPWD

(c) A total amount of Rs. 225.00 crore has been spent so far and an amount of Rs. 113.00 crore is proposed to be spent for the works in hand

[English]

#### Purchase of Land by IPCL

776 SHRI MOHAN RAWALE Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the Indian Petrochemicals Limited had purchased two plots of land on lease in public auction from the Maharashtra Housing and Area Development Authority (MHADA) in 1990

(b) if so, the details thereof and the amount paid for the same, and

(c) the purpose for which the land has since been utilised?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA) (a) to (c) The Indian Petrochemicals Corporation Limited

(IPCL) have intimated that they had acquired two plots of land in Varsova area of Bombay in a public auction from MHADA as per details below

Plot No	Area (Sq. Mtrs)	Amount in Rs
1/RDP-2	1539 85	2 47 74,878 -
30/RDP-2	1408 53	2 16 44,035 -

These plots were acquired for constructing residential accommodation for the Bombay based employees of IPCL as also for transit accommodation and guest house. Lease deed for these plots is being executed and construction work will be initiated soon after the lease deeds are complete.

#### Suburban Railway Stations

777 SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have plans to improve the working of suburban Railways Stations particularly the Cherny-Road Railway Platform,

(b) if so, the details thereof, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) (i) Platform No. 3 and 4 at Cherny Road station have been extended for 12 coach train. (ii) Foot over Bridge on platform 3 and 4 is under construction. (iii) A Sky-walk to connect new foot over bridge with south end Mumbai Municipal Corporation foot over bridge has been planned. (iv) Approach path improvement to Cherny Road Station from Marine Drive is being done

(c) Does not arise

#### Introduction of Shatabdi and Palace on Wheels

778 SHRI T GOPAL KRISHNA Will the Minister of RAILWAYS be pleased to state

(a) whether there is any proposal to introduce Shatabdi Express and Palace on Wheels trains from Hyderabad, and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) At present there is no proposal to introduce Shatabdi Express from Hyderabad. However, there is a proposal to run a 'Palace on Wheels' type tourist train touching Hyderabad on the following circuit: Bombay-Aurangabad (Ajanta Ellora)-Nanded-Secunderabad-Hyderabad-Pune-Bombay

### Animal Husbandry and Dairy Schemes in Assam

779. DR. ARUN KUMAR SARMA : Will the Minister of ANIMAL HUSBANDRY AND DAIRYING be pleased to state :

(a) the details of various Central schemes being implemented in Assam for the development of Animal Husbandry and Dairy;

(b) the amount allocated during each of the last three years, scheme-wise; and

(c) the targets fixed and achievements made during the said period, scheme-wise?

	1993-94		1994-95		1995-96	
	Target	Ach.	Target	Ach.	Target	Ach.
Milk (million tonnes)	0.78	0.67	0.82	0.70	0.85	0.8
Egg (million nos.)	590	449	609	460	604	604

### STATEMENT

S.No.	Name of scheme	(Rs. in lakhs)		
		Funds released during		
		1993-94	1994-95	1995-96
1.	Extension Frozen Semen Technology and Progeny Testing Programme.	-	9.27	4.00
2.	National Project on Rinderpest Eradication.	5.00	6.75	7.25
3.	Assistance to States for Control of Animal Diseases.	25.25	30.00	-
	(i) Systematic Control of Livestock Diseases.	21.75	10.00	-
	(ii) Foot and Mouth Disease Control Programme.	-	10.00	-
	(iii) Animal Disease Surveillance	3.50	10.00	-
4.	Professional Efficiency Dev.	3.53	-	1.05
5.	Assistance to States for improvement of abattoirs/ establishment of carcass utilisation centres and primary flaying units.	122.60	-	-
6.	Integrated Sample Survey for the estimation of production of major live stock products.	2.25	1.65	2.37
7.	Assistance to States for Integratd Piggery Dev.		6.00	-
8.	Animal Husbandry Extension Programme.		25.00	10.30
9.	Integrated Dairy Development Project in Non-Operation Flood, Hilly and Backward Areas.		400.00	-

### Air Pollution in the major Cities

780. SHRI BANWARI LAL PUROHIT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the air pollution in Delhi and other major cities is increasing rapidly and the Central Pollution Control Board has failed to put a check on it;

(b) if so, the details thereof along with the reasons therefor; and

THE MINISTER OF STATE OF THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING IN THE MINISTRY OF AGRICULTURE (SHRI RAGHUVANSH PRASAD SINGH) : (a) and (b). A list of various Central and Centrally Sponsored Schemes being implemented in Assam for the development of Animal Husbandry and Dairy and the funds released during 1993-94, 1994-95 and 1995-96 are enclosed as Statement.

(c) As a result of the implementation of various schemes the production of major livestock products is expected to improve. The targets fixed and achievements made in respect of milk and egg production in 1993-94, 1994-95 and 1995-96 in Assam are as under :

(c) the measures being taken or proposed to be taken by the Government to check the spread of pollution in these cities?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) and (b). Air pollution which is showing a rising trend in the major cities, is mainly due to emissions from automobiles as compared to industrial and domestic emissions. This is mainly on account of the increase in vehicular population in all major cities.

Control of automobile pollution is being enforced by the State Transport Departments of various States under the provisions of the Motor Vehicles Act, 1939 (as amended in 1988)

The Central Pollution Control Board has notified standards for ambient air quality and standards for emissions from major categories of air polluting industries. These are implemented by the State Pollution Control Boards

(c) The measures taken and proposed by Government to prevent and control pollution in the major cities include the following

- (i) The CPCB monitors the ambient air quality of various cities, towns and industrial pockets through a network of ambient air quality monitoring stations under the National Ambient Air Quality Monitoring stations under the National Ambient Air Quality Monitoring (NAAQM) Programme. In Delhi a total of 10 ambient air quality monitoring stations have been set up. The data forms the basis for the analysis of the quality of air in the different regions against the prescribed limits.
- (ii) A major survey was carried out by the Central Pollution Control Board (CPCB) regarding the pollution caused by automobiles in the major cities and towns in the country. The findings of the survey have been used for the preparation of measures for control as well as abatement of vehicular pollution in the major cities.
- (iii) Effluent and emission standards for major sectors of air and water polluting industries have been notified. Industries have been directed to comply with the prescribed standards with a given time frame.
- (iv) Gross and mass emission standards for all categories of vehicles have been notified under the Central Motor Vehicles Rules, 1939 and are being enforced by the Departments of Transport of the various States.
- (v) The Transport Department of the Government of Delhi has launched a major awareness campaign on the health effects resulting from vehicular pollution and the maintenance measures and punitive action for its control. A total of 38.42 lakh vehicles have been checked by the Transport Department of Government of Delhi between March 1990 and June 1995. A major "Enforcement Drive" was also launched during May-September 1995. A total of 5.20 lakh vehicles availed of the pollution check facilities.
- (vi) Lead level in the petrol is planned to be reduced to a maximum of 0.15 grams per

litre by December, 1996 in the petrol to be supplied throughout the country.

- (vii) A major programme for introduction of unleaded petrol and catalytic converters fitted in the four-wheeler petrol vehicles is under implementation in a phased manner. In the first phase, which came into effect from 1.4.95, unleaded petrol was introduced in the four metros of Delhi, Bombay, Calcutta and Madras for new four-wheeler petrol vehicles. The programme will be extended to cover all the major metros in the country by December 1998.
- (viii) Steps have been initiated to introduce compressed natural gas in petrol driven vehicles in some of the cities.
- (ix) A scheme for setting up common effluent treatment plants in clusters of small scale industrial units is under operation.
- (x) The National River Action Plan has been formulated to clean up the polluted stretches of major rivers covering the municipalities of major cities and towns. The Ganga Action Plan in the second phase includes the cleaning up of the River Yamuna. The Government of National Capital Territory of Delhi have a major programme for augmentation of sewage treatment plants in Delhi.
- (xi) The Central Pollution Control Board has evolved a code of practices for control of noise from sources other than industries. These include public address system, aircraft operation, railway operation, construction operation and bursting of crackers.

#### Research, Design and Standards Organisation

781 SHRI BASU DEB ACHARIA Will the Minister of RAILWAYS be pleased to state

(a) the total strength of engineers in the Mechanical Deptt. of Research, Design and Standards Organisation engaged in the development of Motive Power Wagons, Coach and EMU/DMU development and annual operating cost of these departments

(b) the cost of technology transfer from foreign countries in regard to Diesel locomotives, Electric Locomotives, Bogies for Locomotives, Bogies for Wagon and other related components

(c) whether Railways have been buying technology from countries at huge cost while we have a large strength of engineers in RDSO for such technology

(d) why the speed of goods trains is about 25 KMPH and the steps taken by RDSO to improve it and

(e) the financial implication of a high speed train and low speed train?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The Research Design and Standards Organisation (RDSO) is a multi-disciplinary organisation engaged in research, design and standardisation in various facets of Railway working. A total of 112 Group 'A' and Group 'B' staff of various Directorates are engaged in the work associated with development of motive power, wagons, coaches and Electric Multiple Units/Diesel Multiple Units. The annual operating cost for these Directorates/functions is Rs. 10.2 cr.

(b) The cost of recent technology transfers entered into by Indian Railways are 9.2 million SF and 19.2 million OM for electric locomotives and US \$17.5 million for diesel locomotives over a 10 year period.

(c) No, Sir.

(d) The present average speed of goods trains (BG) on Indian Railways is of the order 23 Km/h. Railways as well as RDSO have been making efforts to improve the average speed of goods trains through various measures which include, amongst others, development and introduction of higher capacity locos and freight stock fit for 100 Km/h, introduction of modern turnouts etc.

(e) For the present, Railways do not plan to introduce a high-speed train (160 Km/h).

#### **Kolhapur Railway Station**

782. SHRI UDAYSINGRAO GAIKWAD : Will the Minister of RAILWAYS be pleased to state

(a) whether requests for bringing Kolhapur Railway Station under administrative control of the Pune Division have been received;

(b) if so, the details thereof;

(c) the details of action taken on these requests so far; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (d). A number of requests have been received for bringing Kolhapur-Miraj-Pune section of South Central Railway under the administrative control of Central Railway.

Proposals for territorial readjustments between zones and divisions is under finalisation.

#### **Car-Shed at Asansol Station**

783 SHRI HARADHAN ROY : Will the Minister of RAILWAYS be pleased to state

(a) whether the work relating to setting up to proposed car-shed at Asansol station has been started; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) Does not arise.

#### **Cancellation of Trains**

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

(a) the number and details of South bound trains from the National Capital proposed to be cancelled during the current monsoon season;

(b) the efforts made to minimise passengers grievances due to such cancellations;

(c) whether any special trains were introduced during this year's Summer Vacation; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). None. During monsoon, trains are cancelled to the minimum extent only when track, bridges, OHE supply, etc. are affected.

(c) Yes, Sir.

(d) Three special trains were run from Hazrat Nizamuddin to Madras in May, 1996.

[Translation]

#### **Girideeh to Ranchi Line**

785. SHRI R L P VERMA : Will the Minister of RAILWAYS be pleased to state

(a) whether a survey to construct railway line from Girideeh to Ranchi via Kodarama-Hazaribagh town (295 km.) has been conducted several times from 1978 to 1991;

(b) whether Government are aware that funds for construction of this line were not included in the Railway Budget of 1991; and

(c) if so, whether any provision is proposed to be made in the Railway Budget for 1996-97 for the said purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) A survey was done in 1986 and was updated in 1991. The project was referred to Planning Commission who did not approve the same, as such the work was not sanctioned.

(b) Yes, Sir.

(c) No, Sir.

**Urea Scam**

786. SHRI KACHARU BHARU RAUT :  
 SHRI PRAMOD MAHAJAN :  
 DR RAMESH CHAND TOMAR  
 SHRI RADHA MOHAN SINGH  
 SHRI DEVI BUX SINGH  
 SHRI SRIBALLAV PANIGRAHI  
 SHRI MAHES KUMAR M. KANODIA  
 SHRI SANAT KUMAR MANDAL  
 SHRI RAMESHWAR PATIDAR  
 SHRIMATI JAYAWANTI NAVINCHANDRA  
 MEHTA  
 SHRIMATI SHEELA GAUTAM  
 SHRI E. AHAMED  
 SHRI KODIKUNNI SURESH  
 DR. G. L. KANAUJIA

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the full details about the Urea Scam which occurred recently; and

(b) the details of the action being taken against the guilty persons?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SIS RAM OLA): (a) NFL signed a contract with M/s Karsan Ltd, Ankara for supply of 2 LMTs of bagged urea at a price of US \$ 190 per metric tonne of C & F basis on 9th November, 1995. The total value of the contract was US \$ 38 million of which US\$ 0.38 million was released for insurance premium on 2.11.95 and the balance US \$ 37.62 million to the Bank account of M/s Karsan Ltd on 14.11.95. The funds were finally remitted to their account on 5.12.95. According to the terms of the contract, the seller promised a counter guarantee for 100% cash pre-payment by first class Lloyds Insurance policy which it was stated would cover the risk of seller, non-delivery and non-performance.

The then MD, NFL had reported that NFL had entered the contract on a single party basis and without inviting tenders, because the price offered for urea was highly advantageous, i.e. US \$ 190 per MT CIF basis. For this reason, they agreed to make cent-percent cash payment instead of opening a Letter of Credit (LC), which is the commonly accepted mode for making payment for import of urea.

The then MD, NFL approved the deal at his level exceeding his powers and without bringing it to the Board of Directors for approval.

The supply of urea was to be made within 5 months from the date of receipt of the total funds by the suppliers i.e. the delivery of the entire 2 LMTs of urea was to be completed by 4th May, 1996. However, the party did not

deliver any supplies during this period despite repeatedly assuring that they would fulfil the contract. There have been no supply of urea even after the expiry of 5 months period. The persistent efforts by NFL to secure the deliveries did not yield results. The Lloyds Insurance policy secured was only for marine perils and did not cover NFL against non-delivery and non-performance by the seller.

For recovery of advance payment, NFL is filing Arbitration proceedings, in accordance with the contractual provision of the agreement with the International Chamber of Commerce.

(b) Based on the vigilance inquiry report seven serving officials of NFL were placed under suspension on 4.5.96 following a decision of the Board of Directors on 2.5.96. Subsequently, the then MD, NFL Shri C.K. Ramakrishnan was placed under suspension by the Government on 24.5.96.

CBI was entrusted the investigation of the case on 25.4.96. Based on their inquiry and complaint filed by the Govt. and a criminal complaint filed by NFL against four persons, namely, S. Shri Tuncay Alankus, Cihan Kranci, D.S. Kanwar and Sambasiva Rao, on 19.5.96, CBI arrested Shri C.K. Ramakrishnan, MD, NFL (under suspension) and former E.D. (Marketing), NFL Shri D.S. Kanwar. This was followed by the arrest of some other persons involved in the deal. CBI is further investigating the case alongwith the Directorate of Enforcement.

(*English*)

**Atrocities on Women**

787. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any inquiry has been conducted regarding man-handling of women agitators at Rampur crossing;

(b) if so, the details thereof; and

(c) the number of persons found guilty by the CBI and the number of officers against whom legal action is being taken?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MUHAMMAD DAR): (a) Yes, Sir.

(b) and (c) CBI had registered seven cases of rape and fourteen cases of molestation and conducted investigation. In all seventeen cases were chargesheeted. Four cases were closed for want of evidence.

Two chargesheets were filed by the CBI in the first chargesheet, 27 officers have been prosecuted u/s 120-B, 376, 354, 392, 323 & 509 IPC. In the second chargesheet, two officers have been prosecuted u/s 120-B, r.w. 354, 323, 376, 392 & 509 IPC.

### Phulekh-Ringas-Riwari Line

788. PROF. RASA SINGH RAWAT : Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have formulated an uniform rail line (broad gauge) laying policy so as to bring the undeveloped and backward States in the nation's main stream by the railways.

(b) if so, the number of metre gauge rail lines so far been converted into broad gauge and have become operational in Rajasthan.

(c) the total expenditure incurred on this work so far, rail line-wise

(d) whether a decision has been taken to convert the Phulekh-Ringas-Riwari metre gauge line into broad gauge; and

(e) if so, the details thereof and by which time this work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir

(b) and (c). The following sections have been converted into broad gauge in Rajasthan so far. The expenditure incurred on each of the project is indicated below :

Routes and sections already converted. Section	Kms	Year	Exp. incurred on the project so far
<b>1. Phulera-Jodhpur Lalgarh-Kolayat Merta Road-Merta City</b>			<b>Rs.299.10 crs.</b>
Lalgarh-Kolayat	46	92-93	
Lalgarh-Merta Rd	177	-do-	
Phulera-Jodhpur-Bhagat Ki Kothi	261	93-94	
Parbatsar-Makrana	21	95-96	
Merta Rd-Merta City	15	93-94	
<b>2. Sawaimadhopur-Jaipur-Phulera</b>			<b>Rs.133.04 crs.</b>
Jaipur-Sawaimadhopar	133	92-93	
Jaipur-Phulera	55	93-94	
<b>3. Rewari-Jaipur</b>	<b>225</b>	<b>94-95</b>	<b>Rs.110 crs.</b>
<b>4. Phulera-Ahmedabad</b>			<b>Rs.192.76 crs.</b>
Phulera-Ajmer	81	94-95	
<b>5. Jodhpur-Jaisalmer</b>	<b>295</b>	<b>94-95</b>	<b>Rs.120.56 crs.</b>

(d) and (e). A survey for conversion of Phulera-Ringas-Rewari line has been taken up. Further consideration of the project would be possible once the survey report is received.

[Translation]

### Crossing over of Cattle to Pakistan

789. SHRI MAHENDRA SINGH BHATI : Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of cases registered during the last three years regarding crossing over of Indian cattle to Pakistan on the Indo-Pak border in Rajasthan.

(b) the details of such complaints.

(c) the details regarding the cattle restored to the Indian cattle owners.

(d) the number of cases of cattle owners under consideration and the action proposed to be taken by the Government in such cases, and

(e) the preventive measures being taken by the Government to check the cases of crossing over Indian cattle to Pakistan on the possibility of the cattle being forcibly taken over across the border?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR) : (a) 41 cases

(b) A Statement is enclosed vide statement-I

(c) A Statement is enclosed vide statement-II

(d) All the remaining 17 cases are being pursued with Pak Rangers through monthly Indo-Pak border meetings

(e) Efforts are being made to fence to the entire Indo-Pak border in Rajasthan at the earliest.

**STATEMENT-I**

*Name of Complainants who have reported about  
Crossing over of their cattle to Pakistan*

**PARTICULARS****Year 1993**

1. Bhoon Singh S/o Kausal Singh  
Vill Kelnore, Barmer Distt
2. Tamchi Ram  
Danar, Barmer Distt
3. Mallah S/o Nimra  
Bitenia, Distt Barmer
4. Agar Singh  
Vill Nawapura Barmer Distt
5. Than Singh S/o Inder Singh  
Temlore, Distt Barmer
6. Pumma  
Tarmoch, Distt Barmer
7. Merkha Ram S/o Meghwal  
Vill Akli Barmer Distt
8. Raidhan  
Bano ki Baste, Barmer Distt.
9. Hayat Khan S/o Lala Khan  
Lale Ke Tala, Barmer Distt
10. Mira S/o Swai  
Nabab Ki Dhani, Distt Barmer
11. Hari Kamal, S/o Hussain  
Vill, Amin Ka Par, Distt Barmer.
12. Nawab Ali S/o Din Mohd  
Vill Chandi Ka Par, Distt Barmer
13. Samta Ram S/o Hawa Ram  
Kelnore, Distt Barmer
14. Hyder S/o Bhema,  
Noor Ki Dhani, Distt Barmer.
15. Bikram S/o Khangara Ram  
Mamiani, Distt Barmer
16. Deep Singh S/o Jabar Singh  
Sitroi Distt Jaisalmer
17. Jabar Singh S/o Darbar Singh  
Lunar, Distt Jaisalmer
18. Ibrahim,  
Khara Khand, Distt Jaisalmer.

**Year 1994**

1. Hari Singh  
Naisinder, Gadra, Barmer Distt
2. Padma Ram S/o Jama Ram  
H K. Taja, Distt. Barmer
3. Namta Ram S/o Mana Ram  
Tirmohi, Distt. Barmer.

4. Mirkhan  
Chandika Ka Par, Distt Barmer
5. Resha, Barmer Distt
6. Jabbar Singh S/o Darbar Singh  
Lunar, Distt Jaisalmer.
7. Ibrahim  
Khara Khand, Distt. Jaisalmer

**Year 1995**

1. Agar Singh S/o Chandai Singh  
Rohiri, Distt Barmer.
2. Hazi Mohidin,  
K K D Distt. Barmer
3. Bheem Singh S/o Kausal Singh  
Vill Kelnore, Distt. Barmer.
4. Musa Khan,  
Sakur Ki Dhani, Distt. Barmer
5. Saidk S/o Piqua  
Lade Ka Par, Distt Barmer
6. Hussain  
S K Par, Distt Barmer
7. Papu Dharam Singh S/o Jabar Singh  
Hohiri Distt Barmer
8. Bhik Singh S/o Madan Singh  
Sajad K Par, Distt Barmer
9. Hazi Ismail S/o Daiam Khan  
Khadin, Distt Barmer
10. Gulam Khan S/o Madal Khan,  
Mukhan Ka Par Distt Barmer
11. Hazi Khan  
Jheloon, Distt Barmer
12. Hathe Singh S/o Ram Singh  
Panchala Distt Barmer
13. Saitan Singh S/o Raj Singh  
Panchala Distt Barmer
14. Panne Singh S/o Kaiu Singh  
Vill Bijasar, Distt Barmer
15. Surat Singh S/o Dhan Singh  
Ramgarh, Distt Jaisalmer

**STATEMENT-II**

*Name of Complainants whose Cattle  
have been Restored*

**Year 1993**

1. Bhooi Singh S/o Kausal Singh  
Vill Kelnore, Barmer Distt
2. Tamchi Ram,  
Dasar, Barmer Distt



3. Mallah S/o Nimra  
Biteina, Distt. Barmer.
4. Pumma  
Tarmoch, Distt. Barmer.
5. Merkha Ram, S/o Meghwal  
VIII Akli, Barmer Distt.
6. Raidhan  
Bane Ki Baste, Barmer Distt.
7. Hayat Khan S/o Lala Khan  
Lale Ke Tala, Barmer Distt.
8. Hari Kamal, S/o Hussain  
VIII Amin Ka Par, Distt. Barmer.
9. Nawab Ali S/o Din Mohd.  
VIII Amin Ka Par, Distt. Barmer.
10. Samta Ram, S/o Hawa Ram,  
Kelnore, Distt Barmer
11. Hyder, S/o Bhema,  
Noor Ki Dhani, Distt Barmer
12. Bikram S/o Khangara Ram,  
Mamiani, Distt Barmer

**Year 1994**

1. Hari Singh  
Naisinder, Gadra, Barmer Distt.
2. Namta Ram S/o Mana Ram  
Tirmohi, Distt. Barmer.
3. Mir Khan,  
Chandi Ka Par, Distt Barmer
4. Resha, Barmer Distt
5. Jabbar Singh S/o Darbar Singh  
Lunar Distt, Jaisalmer
6. Ibrahim  
Khara Chand Distt Jaisalmer

**Year 1995**

1. Bheem Singh S/o Kausal Singh  
Vill Kelnore Distt Barmer
2. Sadik S/o Piqua  
Lade Ka Par Distt Barmer.
3. Hussain,  
S K Par, Distt Barmer
4. Bhik Singh S/o MdMadan Singh  
Sajad K Par, Distt Barmer
5. Hazi Ismail S/o Daiam Khan,  
Khadin, Distt Barmer
6. Panne Singh S/o Kalu Singh  
Vill Bijasar, Distt Barmer

*[English]***Regularisation of Railway Employees Working in Cooperative Stores**

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

(a) whether the Supreme Court of India in a Judgement on Sept. 7, 1994 had directed that the employees working in the Railway Employees Cooperative Stores be treated as regular Railway servants in corresponding posts with effect from July 1 1990.

(b) whether the said judgement has since been implemented.

(c) if so, the details thereof and

(d) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) The Hon'ble Supreme Court vide their judgement dated September 7, 1994 dismissed the Special Leave Petition of the Railways against the judgement dated 29.6.90 of Central Administrative Tribunal, Madras in O A No 305/88 wherein the Hon'ble Tribunal directed the Railways to treat the employees of the Railway Employees Cooperative Stores in the Southern Railway as regular Railway servants and give them the pay-scales that are given for regular Railway servants in corresponding posts with effect from 1st July, 1990. Subsequently a three-judge Bench of the Hon'ble Supreme Court vide their order dated 15.12.95 in SLP No. 14446/95 (Union of India vs J B Subbarah & Others) alongwith SLP No. 24287/95 and 28523/95 held that the officers and employees and servants appointed by the Railway Cooperative Stores Societies could not be treated at par with regular Railway servants under the Railway Establishment Code, nor they can be given parity of status, promotions, scales of pay, increments etc. In arriving at the said view the Hon'ble three-judge Bench held that the reasoning of the Madras Central Administrative Tribunal in their judgement in O A No 305/88 is wholly illegal and unsustainable. Nevertheless, the Hon'ble Madras Bench in their order dated 10.5.96 in contempt application No 8/96 and Misc Application No 91 and 92 of 1996 have given orders to implement the order in O A. No 305/88 in respect of 172 persons within three months i.e. upto 31st August, 1996.

(c) and (d) The Railways are proposing to seek certain clarifications from the Hon'ble Madras Bench of the Tribunal to be able to work out modalities for regulating the service conditions of the applicants covered by the judgement.

**Overbridge in Aghthuri**

791. DR ARUN KUMAR SARMA Will the Minister of RAILWAYS be pleased to state

(a) whether the Government propose to construct a railway overbridge at Aghthuri near Changsari in Assam on the National Highway No 31, and

(b) if so, the details in this regard?

THE MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) A proposal for construction of a Road Over Bridge in lieu of level crossing No. SK-2 at Km 8'0-1 National Highway No 31 between Aghthuri and Changsari Railway stations at an estimated cost of Rs 10.01 cr. (Railway's share Rs 3.01 cr. and State Govt's share Rs 7 cr.) has been approved by Railway Ministry for inclusion in Railway's Works Programme 1996-97. It will be considered as sanctioned only after the Railway Budget for 1996-97 is passed by Parliament.

**Reservation Quota from Nagpur**

792. SHRI BANWARI LAL PUROHIT Will the Minister of RAILWAYS be pleased to state

(a) whether there is persistent demand to increase the reservation quota from Nagpur Railway station in various trains which is very old at present

(b) if so, the details of existing reservation quota for various trains from the station

(c) whether the Government propose to increase the quota of reservation and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) A Statement is enclosed

**STATEMENT**

The reservation quota available at Nagpur Station is as under

Train No	Quota				
	Ist ACC	AC-2 tier	AC-3 tier	Ist class	sleeper class
1	2	3	4	5	6
1 6046 Navjeevan Express	-	-	-	-	8
2 8034 Ahmedabad Express	-	-	-	-	-
Ahmedabad	-	5	-	-	34
Gandhidham	-	-	-	-	34
Porbandar	-	-	-	-	44
3 7081 Ahilyanagar Express	-	-	-	2	35
4 1006 Vidarbha Express	10	39	36	-	344
5 8002 Mumbai Mail	-	8	-	3	56
6 1440 Sevagram Express	-	40	-	-	496
7 8030 Howrah-Kurla Express	-	-	-	-	38
8 1030 Azad Hind Express	-	6	-	-	68
9 7384 Maharashtra Express	-	-	-	-	-
Pune	-	-	-	-	72
Solarpur	-	-	-	-	32
Kolhapur	-	26	-	10	200
10 2430 Rajdhani Express	-	2	20	-	-
11 2618 Mangala Express	-	4	-	2	10
12 6688 Navyug Express	-	2	-	-	12
13 7058 Cochin Express	-	-	-	-	-
Mangalore	-	-	-	-	5
Cochin	-	2	-	-	19

	1	2	3	4	5	6
14	5012 Rapti Sagar Express	-	4	-	-	16
15	7490 Cochin Express					
	Cochin	-	-	-	-	12
	Tirupati	-	-	-	-	4
	Hyderabad	-	-	-	-	2
16	2860 Gitanjali Express	-	12	8	-	36
17	2432 Rajdhani Express	-	4	4	-	-
18	2616 G.T Express	2	4	2	-	35
19	2622 Tamil Nadu Express	-	2	2	-	26
20	6032 Madras Express	-	-	-	-	4
21	6040 Ganga Kaveri Express	-	-	-	-	8
22	6094 Madras Express	-	-	-	-	14
23	6018 Himsagar Express	-	-	-	-	4
24	2432 Rajdhani Express	-	2	4	-	-
25	252 Kerala Express	-	4	-	4	26
26	7492 Tirupati Express					
	Tirupati	-	-	-	-	4
	Hyderabad	-	-	-	-	2
27	2724 A P Express	-	6	4	-	66
28	7022 Dakshin Express					
	Hyderabad	-	6	-	-	12
	Visakhapatnam	-	4	-	-	33
29	8226 Mahanadi Express	-	8	-	-	70
30	3NN Nainpur Passenger	-	-	-	5	-
31	328 Tatanagar Passenger	-	-	-	-	44
32	8029 Kurla-Howrah Express					
	Bokaro	-	-	-	-	12
	Howrah	-	-	-	4	82
33	8033 Ahmedabad-Howrah Express	-	2	-	-	-
34	2859 Gitanjali Express	-	16	6	-	98
35	8001 Howrah Mail	3	11	-	6	64
36	1029 Azad Hind Express	-	6	-	-	76
37	5011 Raptisagar Express	-	2	-	-	6
38	6093 Lucknow Express	-	-	-	-	34
39	6043 Patna Express	-	2	-	2	16
40	6039 Gangakaveri Express	-	2	-	2	16
41	7489 Varanasi Express	-	-	-	-	12
42	7491 Varanasi Express	-	-	-	-	19
43	8225 Mahanadi Express	-	4	-	-	40
44	2407 Nagpur-Nizamuddin Express	-	34	-	-	330
45	2409 Bilaspur-Nizamuddin Express	-	2	-	-	64
46	2429 Rajdhani Express	-	3	20	-	-
47	7021 Dakshin Express	-	2	-	-	34
48	8543 Samta Express	-	-	-	-	14
49	2431 Rajdhani Express	-	2	8	-	-
50	2617 Mangala Express	-	4	-	-	6

	1	2	3	4	5	6
51.	2615 G.T. Express	-	4	-	-	50
52.	2621 Tamil Nadu Express	1	6	2	-	56
53.	2625 Kerala Express	-	-	-	4	16
54.	2723 A.P. Express	2	4	-	-	28
55.	8237 Chhatisgarh Express	-	-	-	-	11
56.	6017 Himsagar Express	-	-	-	-	10
57.	6031 Jammu Tawi Express	-	-	-	-	12
58.	6687 Navyug Express	-	2	-	2	8

(c) and (d). Reservation quota allotted to various stations are reviewed periodically and adjustments made wherever found feasible. On the

basis of review made for Nagpur Station the following additional quotas allotted at Nagpur Station during 1996

Train No	Class	Additional quota	Date of implementation
1 2626 New Delhi-Trivandrum Kerala Express	Sleeper	6	9.1.1996
2 2616 New Delhi-Madras G.T. Express	AC 3-tier	2	29.2.1996
3 1030 Howrah-Pune Azad Hind Express	AC 2-tier	6	12.2.1996
	Sleeper	68	12.12.96
4 1029 Pune-Howrah Azad Hind Express	AC 2-tier	6	2.2.1996
	Sleeper	76	2.2.1996
5 1006 Nagpur-Mumbai VT Vidarbha Express	1st AC	10	20.2.1996
	AC 2-tier	12	20.2.1996
	AC-3 tier	36	15.5.1996
6 2859 Mumbai VT-Howrah Gitanjali Express	AC 3-tier	6	26.5.1996
7 2860 Howrah-Mumbai VT Gitanjali Express	AC 3-tier	8	24.5.1996
8 2724 New Delhi-Hyderabad A.P. Express	AC 3-tier	4	24.5.1996
9 2618 Nizamuddin-Mangalore Mangala Express	Sleeper	4	18.7.1996

#### Over Bridges in Ratlam Divisions

793 DR SATYANARAYAN JATIA Will the Minister of RAILWAYS be pleased to state

(a) the details of proposals received by the Government regarding new work like over-bridge etc proposed to be undertaken in Ratlam Division of the Western Railway alongwith the details of the Railway Stations for which such proposals have been received.

(b) the reaction of the Government thereto, and

(c) the progress of each of the on-going works at present?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Nil.

(b) Does not arise

(c) Progress of on-going works is as follows

(i) Sant Road : State Govt has modified Piplod scheme after sanction Work

on Railway portion will be started after the State Govt takes up the work on approaches

(ii) Ratlam (Jaora Road) Work on Railway portion will be started after the State Govt starts work on approaches

(iii) Indore Work on Railway portion will be started after the State Govt starts work on approaches

(iv) Nagda 20% progress Sub-structure of Railway portion completed Work in Railway portion & approaches in progress

### Konkan Railway Project

794. DR. LAXMINARAYAN PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) the details of the funding system of the Konkan Railway Project;

(b) whether there has been any change in the funding pattern due to the cost over-runs since commencement of the project;

(c) if so, the details thereof;

(d) whether there has been a huge out-go of foreign exchange in importing the foreign technology and equipment/machinery at a later stage, not originally conceived in the project;

(e) if so, the details thereof; and

(f) the effect of the cost over-runs on the "Build-Operate Transfer" (BOT) scheme envisaged in this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) the details of the funding system are as under :—

- (1) Equity Capital
- (2) Sale & Lease-back of Assets
- (3) Market Borrowings

(b) Yes, Sir.

(c) The equity capital and the equity ratio has been increased. An amount of Rs. 150 crores is being financed through sale and lease-back of some of the Corporation's assets.

(d) No, Sir.

(e) Does not arise.

(f) The cost over run has necessitated a revision of the Debt Equity Ratio and also led to a higher level of borrowings for financing the project. However, the results show that there will be substantial increase in the level of goods as well as passenger traffic and sufficient operational surpluses would be generated to permit servicing and repayment of the debt obligations.

### Loss on Metro Railway Project

795. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Metro Railway Project, Calcutta has projected a loss of Rs. 20 crore for 1996-97 which is double than the figure of the previous year;

(b) if so, the reasons therefor; and

(c) the measures proposed to overcome this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) The estimated operational loss (excluding appropriation to pension

fund) during 1996-97 is Rs. 1532 lakhs, as against Rs.1072 lakhs during 1995-96.

(b) Increase in the variable cost, expected rise in the consumption of electricity due to the increased area of operation and passenger comfort, general escalation in prices, etc.

(c) By effecting increase in the ridership through promotional measures like feeder bus services, attitudinal change in commuters and by keeping Govt. expenditure under control to the extent possible, etc.

### Ranchi - Lohardaga Line

796. SHRI LALIT ORAON : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to convert Ranchi-Lohardaga metre gauge line of the South-Eastern Railway into broad gauge and extend it upto Tori; and

(b) if so, the time by which the work of conversion of line will be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b) The survey for conversion of Ranchi-Lohardaga (69 kms.) narrow gauge line to broad gauge and its extension upto Tori (44 kms.) has been taken up. Further consideration of the project would be possible based on the results of the survey and availability of resources in the coming years.

### Contractors for Gauge Conversion

797. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of the Government has been invited to the news-item captioned "CBI unearths Rs. 500 Cr. scam in gauge conversion" appearing in the *Economic Times*, New Delhi, dated February 27, 1996;

(b) if so, the facts of the matter reported therein;

(c) the reaction of Government thereto;

(d) whether any investigation has been made in this matter and if so, the outcome thereof; and

(e) the follow-up action taken or being taken by the Ministry thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) The newspaper had reported.

(i) Irregularities in award of gauge conversion works on South Central Railway;

(ii) Withholding of permission by MOS(R) for detailed investigation involving a Joint

Secretary level officer and to hand-over all other cases to CBI:

- (iii) Loss suffered by Railway over entire Indian Railways on gauge conversion works would exceed Rs. 500 crores.

(c) and (d). The investigation in tenders as well as execution of works has been made by the Ministry. Certain irregularities in award of contract were noticed by the Ministry and further cases are handed over to CBI. The matter regarding permission of registration of the case is being resolved in consultation with the Central Bureau of Investigation and the Central Vigilance Commission. There is no basis for loss of Rs. 500 crores and no major irregularity has been observed on Zonal Railways other than S.C. Railway.

(e) DAR action in consultation with CVC against officers and staff has already been initiated.

#### Order for Wagons

798. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons for which orders worth of Rs. 40.29 crore had been placed with two Calcutta-Based companies by the Government;

(b) whether neither of these companies met G-93 specifications stipulated by the Railway Design and Standards Organisation (RDSO);

(c) if so, the reasons for not placing the orders with the Wagon India Limited (WIL), a joint sector undertaking;

(d) whether the wagons sourced from unapproved suppliers could be a potential safety hazard in the railway operations;

(e) if so, the stage at which the matter stands at present;

(f) whether any wagon manufactured by these unapproved firms have been got tested by the RDSO; and

(g) if so, findings in this regard and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) 600 Nos. Wagons.

(b) Neither of the companies meet the G-93 specification.

(c) These are development orders aimed at introducing more sources of supply, since Indian Railway is running short of wagons and is unable to meet the ever increasing demand. Placement of development order through Wagon India Ltd. is not mandatory.

(d) No, Sir.

The wagons manufactured by any source as also the manufacturing facilities are inspected by RDSO. The prototype is approved only if it meets the specifications and safety requirements fully. All the wagons manufactured thereafter are also inspected by RDSO and approved, if they meet specifications and safety standards. Same procedure is applicable to these orders also.

(e) The firms are initiating steps for manufacture of prototype.

(f) and (g). The stage has not reached as yet.

#### Harassment by RPF

799. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether complaints have been received regarding harassment of railway passengers by the Railway Protection Force;

(b) if so, the details thereof; and

(c) the action taken by the Government against the erring officers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) and (c). Out of the total 12 complaints received during the current year, 4 have been found to be unsubstantiated, 5 are under enquiry and in the remaining 3 complaints which have been found true, 3 Constables have been dismissed, six Constables have been suspended and against two of them, criminal cases have been registered.

#### Railway Projects to Private Sector

800. SHRI JAGAT VIR SINGH DRONA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have offered several railway projects worth Rs. 4390 crore to the private sector during the last one year;

(b) if so, the reasons therefor;

(c) the details of Projects alongwith estimated worth and the Private Sector Agencies to which the various Project have been allotted or are likely to be allotted;

(d) whether the Government have considered the merits and demerits of allocation of projects to the Private Sector; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). With a sharp reduction in budgetary support for infrastructure development plans, the Indian Railways had identified some of the projects worth approx. Rs.

4390 cr. for taking up through investment by private sector under Build-Own-Lease-Transfer (BOLT) Scheme.

(c) I. The following projects have been allotted to private sector :

Projects	Approx. cost (Rs. in crores)	Agency
(i) Viramgam-Mehsana (65 Km.) Gauge Conversion	60	M/s. Hydron Enviro Systems Ltd., Ahmedabad.
(ii) Mudkhed-Adilabad (162 Km.) Gauge Conversion	160	M/s. Shakti Concrete Industries Hyderabad.

II The following project is likely to be allotted to Private Sector

Project	Approx. cost (Rs. in crores)	Agency
(i) Wagons (BOXN/BCN) (10,000 Four Wheeler Units, 400 Nos.)	140	M/s. CIMMCO, Gwalior.

The remaining projects will be considered on the merits of each case.

(d) and (e). Yes, Sir. Although the BOLT Scheme of the Railways is in its stage of infancy, yet the merits of the Scheme are expected to outweigh the demerits, if any, as the Indian Railways will be able to undertake some of the important projects through private investment which other-wise would have been difficult due to resource crunch

#### Railway Line from Jammu and Udhampur

801. SHRI CHAMAN LAL GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway line from Jammu to Udhampur was laid on April, 14, 1983 with an announcement to execute this project within five years before the "next Assembly elections" in Jammu Kashmir;

(b) the original estimate of the execution and the amount spent every year as also the latest revised cost estimates;

(c) whether any bridges constructed enroute this Railway line Project had developed cracks;

(d) if so, whether any inquiry was held and repair work was taken up;

(e) if so, the loss caused as a result thereof; and

(f) the present time schedule for commissioning of this Project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) Original estimated cost of the project was Rs. 50 crores and the revised estimated cost is Rs. 346

crores. The amount spent every year is as under :

Year	Amount Spent (Rs. in Crores)
1981-82	1.25
1982-83	0.84
1983-84	1.01
1984-85	2.66
1985-86	2.07
1986-87	1.71
1987-88	5.88
1988-89	11.71
1989-90	13.28
1990-91	15.78
1991-92	16.25
1992-93	15.68
1993-94	10.00
1994-95	50.00
1995-96	50.00
<b>Total</b>	<b>195.66</b>

(c) Yes, Sir. One span of E.11 Viaduct (Total 11 spans) had developed crack during execution.

(d) Yes, Sir. Enquiry is in progress and the repair is going on.

(e) Repair work is being done at the cost of the contractor and is expected to cost Rs. 8 lakhs.

(f) The project is expected to be completed by 31.12.97, subject to availability of required level of funds.

[Translation]

### New Divisions and Zones

802. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have decided to set up new Divisions and Zones for efficient functioning of the Railway;

(b) if so, the names of places where new Divisions and Zones are proposed to be set up.

(c) whether the Government propose to review the earlier decision taken in this regard.

(d) if so, the details thereof and

(e) if not, the time by which new Divisions and zones are likely to be created?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) to (e). The issues relating to reorganisation of Zones and divisions in the wake of Project Unigauge and the construction of Konkan Railway have recently been studied by this Ministry. Further processing for the formulation of proposals and other related matters is being undertaken.

[English]

### Suspension of Trains

803 SHRI BASU DEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the train services have been suspended in the Bankura Damodar River Railway Section;

(b) if so, the reasons therefor, and

(c) the steps taken by the Government to make alternative arrangements for the passengers of that section during the period of suspension of the train services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) This has been done on safety considerations as existing steam locos provided by the owning Railway Company have outlived their life and the Company has not agreed to make any capital investment on the line

(c) The number of daily passengers is around 150 and adequate road transport services are available on this route, since the Bankura-Durgapur Road runs parallel to the BDR line upto Km. 68 and thereafter it is about 3 to 10 Kms. away from the Railway alignment upto Km. 87. Further, a survey for conversion and extension of the BDR line upto Tarakeshwar-Burdwan-Durgapur has been proposed in the latest Budget and alternative arrangements would depend on outcome of the Survey and decision thereof.

12.00 hrs.

[English]

### PAPERS LAID ON THE TABLE

#### Notification under Sub-section (6) of section 3 of the Essential Commodities Act, 1995

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : I beg to lay on the Table a copy of the Notification No. S.O. 306(E) (Hindi and English versions) published in Gazettee of India dated the 17th April, 1996 indicating the supplies of fertilisers to be made by Domestic manufacturers of fertilisers to various States Union Territories, Commodity Board during the period from the 1st April, 1996 to the 30th September, 1996 (Kharif 1996 Season) under sub-section (6) of section 3 of the Essential Commodities Act, 1995

[Placed in Library. See No. LT-99/96]

#### Notifications under Section 199 of the Railways Act, 1989 and Annual Report and Review by the Government of the working of the Indian Railways Finance Corporation Ltd., New Delhi for 1994-95 and statement showing reasons for delay in laying these papers etc.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : I beg to lay on the Table

(1) A copy each of the following Notifications (Hindi and English versions) under section 199 of the Railways Act, 1989

(i) The Railway Passengers (Cancellation of Tickets and Refund of Fares) Amendment Rules, 1996 published in Notification No. G.S.R. 116(E) in Gazettee of India dated the 8th March, 1996

(ii) The Indian Railways (Open Lines) General (Amendment) Rules, 1996 published in Notification G.S.R. 83 in Gazettee of India dated the 17th February, 1996.

[Placed in Library. See No. L T-100/96]

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

(i) Review by the Government of the working of the Indian Railway Finance Corporation Limited, New Delhi, for the year 1994-95

(ii) Annual Report of the Indian Railway Finance Corporation Limited, New Delhi, for the year 1994-95, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.



- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. L.T-101/96]

**Environment (Protection) Amendment Rules, 1996 and Annual Report and Review by the Government of the working of Indian Council of Forestry Research and Education, Dehradun for 1994-95 alongwith statement showing reasons for delay in laying these papers**

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (CAPT. JAI NARAYAN PRASAD NISHAD) : I beg to lay on the Table

- (1) A copy of the Environment (Protection) (Amendment) Rules, 1996 (Hindi and English versions) published in Notification No. G.S.R. 176(E) in Gazette of India dated the 3rd April, 1996, under section 26 of the Environment (Protection) Act, 1986.

[Placed in Library. See No. L.T-102/96]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Forestry Research and Education, Dehra Dun, for the year 1994-95, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Council of Forestry Research and Education, Dehra Dun, for the year 1994-95.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. L.T-103/96]

**RE: DEATHS DUE TO STAMPEDE AT HARIDWAR AND UJJAIN**

[Translation]

SHRI HARPAL SINGH SATHI (Haridwar) : Mr. Speaker, Sir, Yesterday a tragic accident took place in Haridwar, a holi city, in which 26 people including children and women, lost their lives and many other people sustained injuries. The administration despite expecting a large crowd at that place did not take any precaution. There was only one bridge for the movement of the people and neither the administration nor the police thought of putting a rope between the bridge to make it a two way path. The police had accommodated small vendors of their choice there and they collected money from them. In spite of large crowd there, these vendors were also not removed.

I, through you, would like to draw the attention of this House as well as of the Government towards this accident. Many such accidents have taken place in the past. One bridge has been lying damaged there for a long time but the Government has not paid attention towards it so far... (Interruptions) Many irregularities have been committed there. Will the loss be compensated by giving rupees one lakh each to a few people? I would like to request the Government to get the damaged bridge reconstructed there and make a provision of one way on this bridge. The policy officers who are responsible for the accident, should be punished... (Interruptions)

SHRI THAWAR CHAND GEHLOT (Shajapur) : Mr. Speaker, Sir, yesterday, at 5 a.m. some were going to Ujjain for Darshan on the occasion of 'Somwati Amawasya'. When the local Commissioner was performing pooja at the VIP gate, the crowd became uncontrollable and there was a stampede. Due to this, about 45 people were killed and several others injured. The injured are neither getting any proper treatment nor any assistance. The administration officials are not paying attention. Yesterday, attention of the Government was drawn towards this accident and the Government had assured that it would come out with a statement today in this regard. I request you to ask the Government to make a statement in this regard and provide relief worth rupees two lakhs to the family members of the deceased. The injured should also be provided relief and arrangement should be made for making treatment facility available to them.

SHRI BRIJ BHUSHAN TIWARI (Dumaganj) : Mr. Speaker, Sir, the accidents which took place yesterday at Haridwar and Ujjain were really tragic. Not only the families of the deceased but the whole country and this House is grief stricken over these accidents. According to my information carelessness had been shown by the administration there.

Sir, I would also like to state that on such occasions when millions of pilgrims gather at one place, the administration should make proper arrangements of sanitation, lodging and 'Darshan' so as to avert any untoward incidents... (Interruptions)

SHRI RAMESHWAR PATIDAR (Khargone) : Mr. Speaker, Sir, Ujjain is a famous pilgrimage. After every twelve years, a fair is organised there. After every four years, on 'Somwati Amawasya' which falls on a special Monday, this fair is organised. It was 'Somwati Amawasya' on that day and millions of people were expected to gather there. The administration was expected to keep this in mind but the higher officials knowingly organised a drink party one day before the Mela and they were all intoxicated. They did not pay attention towards the arrangements for the fair and it resulted into death of 40 persons including children. The Verrandah is very wide there. So, there was no question of suffocation. It was only due to mismanagement on the part of the

police that this accident took place and so many persons were killed. Therefore, each family of the deceased should be provided a compensation of Rs. 2 lakh and strict action should be taken against the administrative officials...*(Interruptions)*

*(English)*

MR. SPEAKER : Hon. Members, I think, it is enough  
*(Interruptions)*

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands) : There should be a statement from the Government because so many people have died. What is the factual position? That should be known to the House. The hon. Home Minister should make a statement in the House. What are the causes of this calamity? It should be made known to the House. What action has been taken by the Government...*(Interruptions)*

*(Translation)*

SHRI SATYA DEO SINGH (Balrampur) : Mr. Speaker, Sir, I had requested the presiding Chairman to ask the hon. Minister to make a statement on Haridwar stampede. It is not the first time that such an accident has taken place at Haridwar. The Administration was aware of the fact that such an occasion was coming after 25 years but it did not make any special arrangements for this purpose. There are some accidents which cannot be averted but this accident at Haridwar took place as a result of administrative lapses. The Union Government and the hon. Home Minister are directly responsible for this accident.

I want to make it clear that the way in which the Hindu pilgrimages and the Hindu religious artifacts are being intentionally made victims or carelessness, is not proper. *(Interruptions)* The hon. Home Minister is present here and he is solely and directly responsible for the administration in Uttar Pradesh because the state is under President's Rule. I would like to request the hon. Home Minister to make a statement and satisfy the House by stating the reasons responsible for the accident and the action being taken by him in this regard. *(Interruptions)*

SHRI RAMSAJEEVAN (Banda) : Ten persons were killed and atleast fifty persons were injured on 'Amawasya' day at Chitrakoot located on the border of Uttar Pradesh and Madhya Pradesh. This incident also took place due to carelessness on the part of the administration. There were no roads, no electricity and no water. The accident took place at Chitrakoot due to negligence of the U.P. and M.P. Governments. Such an incident had taken place once in the past. At that time about two dozen people had died due to lack of potable water, heat wave and thirst. In spite of that, the State Governments did not take precaution. I would like the Union Government to interfere in the matter and make

available the above facilities under a scheme  
*(Interruptions)*

*(English)*

MR. SPEAKER : I think, you have made your point

*(Interruptions)*

SHRI MANORANJAN BHAKTA : There should be a direction from the Chair to the Government because so many people have died. The factual position should be made known to the House. *(Interruptions)*

SHRI P.R. DASMUNSI (Howrah) : Mr. Speaker, Sir, I wish to draw the attention of the Government, through you, to a serious tragedy that has taken place in Kalimpong. Till today nobody knows what the total number of deaths is. The official report says that it is more than forty. The Army admittedly could not reach the spot. The road is blocked. It is a tourist centre but now everything is blocked there. Even relief arrangements could not reach there. I request the Government to contract the State and Shri Subhash Ghising directly and rescue the people because the situation there is very grave. *(Interruptions)*

AN HON. MEMBER : The Home Minister should have made a *suo moto* statement.

THE MINISTER OF AGRICULTURE (EXCLUDING THE DEPARTMENT OF ANIMAL HUSBANDRY AND DAIRYING) (SHRI CHATURANAN MISHRA) : Sir, I shall respond to the hon. Member.

This is about landslide in Darjeeling. My Ministry has already faxed and telephoned to the State Government for sending a full report...*(Interruptions)*

THE MINISTER OF HOME AFFAIRS (SHRI INDRAJIT GUPTA) : Mr. Speaker, Sir...*(Interruptions)*

MR. SPEAKER : Please allow the Home Minister to reply

*(Interruptions)*

MR. SPEAKER : Will you allow the Home Minister to reply or not?

*(Interruptions)*

PROF. JITENDRA NATH DAS (Jalpaiguri) : Sir, I have to raise a very serious matter. In North Bengal three districts have been affected by floods. Fifty-one people have died. *(Interruptions)*

MR. SPEAKER : No, we are not discussing about floods. Tomorrow we are going to discuss about the flood situation.

*(Interruptions)*

SHRI JITENDRA NATH DAS : Sir, people are dying there. Therefore, I request the Government to release funds and medical aid to North Bengal immediately to save the people. *(Interruptions)*

MR. SPEAKER : Tomorrow we shall be discussing about the flood situation. You will get a chance then.

*(Interruptions)*

SHRI INDRAJIT GUPTA : Sir, these are truly very very serious tragedies which have occurred, one at Ujjain and one at Haridwar...*(Interruptions)*

SOME HON. MEMBERS : No, Sir, three. Chitrakoot also.

MR. SPEAKER : Please listen to the Home Minister. If you are serious about the matter, then you should listen to the Home Minister

*(Interruptions)*

MR. SPEAKER : Please sit down. This is not the way. We are all concerned about this. The Home Minister is going to make a statement. You should have the patience to listen to him.

SHRI INDRAJIT GUPTA : Sir, we propose to obtain, as soon as possible, the fullest information from both the State Governments. Although one of them is not under President's rule but because of the very heavy loss of life which has taken place, we will obtain information from the Governments of both Madhya Pradesh and Uttar Pradesh, which is under President's rule. These are matters of serious concern for the whole country. It is obvious that there has been some mismanagement and some lack of proper precautions being taken by the authorities. But we must obtain all the facts and I hope that by tomorrow I shall be able to make a detailed statement in the House on both these tragedies *(Interruptions)*

MR. SPEAKER : No, it is enough. You cannot expect the Home Minister to explain everything just now. The Home Minister has promised to make a statement.

*(Interruptions)*

MR. SPEAKER : No, this is not the way. I cannot allow you. When I am standing, you should sit down. Please sit down now. This is not the way to behave

*(Interruptions)*

*[Translation]*

SHRI VINAY KATIYAH (Faizabad) : It is very strange. It is yesterday morning's incident.. *(Interruptions)*

*[English]*

MR. SPEAKER : Nothing will go on record.

*(Interruptions)\**

MR. SPEAKER : Hon. Members, this is a very serious matter.

*(Interruptions)*

MR. SPEAKER : Please listen to me. I fully share the sentiments expressed in this House. It is a very tragic incident. The Home Minister will make a statement tomorrow after getting full facts.

\* Not Recorded

On behalf of the House I would convey the condolences of the whole House to the members of the bereaved families.

*[English]*

MR. SPEAKER : Now Shri Ram Vilas Paswan may present the Railway Budget.

*(Interruptions)*

SHRI RAM NAIK (Mumbai North) : Sir, I am on a point of propriety. Hon. Prime Minister should have been present in the House when the Railway Budget is being presented. He is not present now. It is a matter of courtesy to the House that he should be present ...*(Interruptions)*

SHRI PRAMOD MAHAJAN (Mumbai North East) : Sir, it is for the first time like this. It has never happened earlier. All Prime Ministers were present when the Railway Budget was presented. It has never happened in the past like this...*(Interruptions)*

SHRI SURESH KALMADI (Pune) : It is not the correct situation. Last time the Prime Minister was not here...*(Interruptions)*

*[Translation]*

PROF. RASA SINGH RAWAT (Ajmer) : The new Government is going to present its first Railway Budget and the hon. Prime Minister is not present in the House.

*[English]*

SHRI RAM NAIK : Sir, it is a point of propriety. In the meantime you allow us to raise other issues here during Zero Hour...*(Interruptions)*

SHRI SOMNATH CHATTERJEE (Bolpur) : I am also on a point of propriety. They held to power without majority for 13 days...*(Interruptions)* They are giving lectures...*(Interruptions)*

MR. SPEAKER : I am told the Prime Minister is coming.

*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Sir, should I wait for the Prime Minister or should I start? ...*(Interruptions)*

MR. SPEAKER : You start.

*(Interruptions)*

*[Translation]*

SHRI PRAMOD MAHAJAN : There is no Railway Budget in Karnataka.

*[English]*

SHRI ANANTH KUMAR (Bangalore South) : Sir, the train is late because the driver is late ...*(Interruptions)*

THE PRIME MINISTER (SHRI H.D. DEVE GOWDA) :  
He comes from the South to the North....(Interruptions)

[Translation]

## RAILWAY BUDGET 1996-97

12.18 hrs.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Speaker, Sir, I rise to present the Budget Estimates for 1996-97 for the Indian Railways

On 27th February, 1996, the previous Government had presented an interim budget. At that time, approval for 'Vote-on-Account' for the first four months of this financial year for railways' expenditure was obtained

Mr. Speaker, this is the first Railway Budget of the United Front Government. On the one hand, I praise the vastness of the railways, its contribution to the nation's progress alongwith the efficiency of railway employees; on the other hand I would like to present before the august House the challenges and difficulties which the railways face.

The United Front Government assumed office on 1st June, 1996. As a result, I had very less time to present the Railway Budget. During this short period, I tried to talk to more and more Hon'ble members and visit various States to know their problems. But despite my best efforts, I could not discuss the problems with all the Hon'ble members. However, I have tried to understand and solve their problems. I am grateful to Hon'ble Prime Minister Shri H.D. Deve Gowda not only for having guided me in preparing the Railway Budget but also for having supported me all the way.

I assure the Hon'ble members that these efforts would continue and those important projects which could not be taken up due to technical difficulties and want of time, I would definitely consider them in the Supplementary Demands for grants in the next session.

On 16th April, 1853, a railway train reached Thane from Bombay after negotiating a small distance. At the time, no one could imagine that, in future, railways in India will have such an unprecedented growth and would make invaluable contribution to the nation's security, trade, economic progress, cultural integration and secularism.

In 1947 at the time of independence, the rail infrastructure was spread over 54,693 route kilometres. Now this has increased to 62,660 route kilometres. Railways are the main means of transport for the travel of common man and the carriage of goods of daily use. To accomplish this work efficiently, Indian Railways are organised in 9 Zonal Railways, 59 Divisions and more than 7,000 railway stations, with the help of which railways work even in the farthest corners of India.

Indian Railways have a special place amongst all the railway systems of the world in terms of work efficiency, its vastness, financial profits and the number of employees. In the last 50 years, it has increased its output very fast and has made special contribution in the country's economic progress. In 1950-51, it used to transport 1284 million passengers which, in 1995-96, has increased to 4038 million, similarly, in the case of transportation of revenue earning freight traffic, the figure has increased from 73 million tonnes in 1950-51 to 390 million tonnes in 1995-96

Mr. Speaker, Indian Railways run more than 7700 passenger trains and about 5,000 freight trains every day through which they transport more than 11 million passengers and 1.1 million tonnes freight daily. To accomplish this task, 1.6 million employees work day and night all the 12 months under the most difficult circumstances. Indian Railways employ assets worth Rs 36,000 crores which predominantly include 6561 electric and diesel locomotives, 33,700 passenger coaches and about 3,00,000 freight wagons

Railways are the transport of common man and have a significant place in satisfying his minimum requirements at the reasonable price. They not only have a special place in the country's economic progress but also play an important role in knitting together the country's colourful cultural and religious diversities into one. It is a fact that the railway compartment is like a miniature India in which people of every region, caste, religion and economic background get together

Mr. Speaker, even after 50 years of independence, there are many backward and undeveloped regions in the country where tribals and people of economically weaker sections live and are not connected by rail. The obvious result of this has been that the creditable industrial and economic progress seen by the other parts of the country has not even touched them. It is an irony that in India there are still some people who despite the presence of railways for 143 years, have not even seen it.

In this context, our thought specially goes towards the North-East region where some people even now seem detached from the country's mainstream. To some extent, their anger and dissatisfaction regarding railways is justified. In this region, all the state capitals excepting Assam are not even connected by rail—where is the question of Rajdhani Express going to them?

The main reason for this unsatisfactory situation is that whenever the question of laying rail infrastructure in this area arises, the projects are rejected as they are found to be financially unviable. The second reason for this has been the perpetual shortage of resources with Indian Railways. The truth is that these projects cannot become remunerative until the process of industrialisation and economic development starts in these areas. The industrialists will set up industries only when electricity, communication and rail transport

is available. The conundrum of whether the hen came first or the egg came first force this area to remain as it is. The only solution to this problem is that railway's infrastructure in these areas should be organised with Government help even though this may involved financial aid by the State Government and the Central Government. Even the foreign Government of the British had understood this fact and from 1853 to 1900, they built 40,000 kms. of rail track whereas between 1947 to 1995, we have constructed only 8,000 kms. of rail track. Even now, the budgetary support given by the Planning Commission under which new lines are constructed, is fixed at only Rs 200 cr. only for a year through which only less than 200 kms of new rail track can be constructed in a year.

Mr. Speaker, in discharging their social responsibility, the Indian Railways have incurred a loss of Rs.1216 cr. in passenger services and carrying essential goods. In practically, all countries of the world, railways are suitably compensated for bearing such social responsibilities, but Indian Railways mostly bear it themselves.

There is a general feeling that Indian Railways are paying dividend to the General Revenues at a very low rate, i.e. 7% and there is an element of financial help inherent in it from the side of the Government. Mr. Speaker, I would like to remove this impression. For 1995-96, Indian Railways propose to pay a dividend of Rs.1361 cr. If we add the money spent by the Railways on social responsibilities, then the interest on the Capital would work out to 12.5% which will not only be better than the rate of dividend given by other public sector units but would also be better than what is paid by other railways in the world.

It is a matter of satisfaction that for the past few years Indian Railways by themselves are generating resources to meet more than 50% expenditure on developmental works. Another 35% comes through other methods like borrowing from market by Indian Railway Finance Corporation (IRFC), BOLT -Build, Own, Lease, Transfer- and Own Your Wagon Schemes. As these funds are raised at market rates, the cost of capital is very high and it is difficult to invest money in projects which give less than 14% return. Consequently people of backward areas are deprived of railway lines.

Mr Speaker, India is a welfare state. Our Government is committed to the upliftment of poor and to improve the standard of living of people residing in backward and undeveloped areas. To fulfil this commitment, Indian Railways has to mobilise more funds. This would be done to take up the rail projects in backward areas which would result in expansion of rail network in remote regions; this will act as a catalyst for further development of that area and people of these region would also be joining the main stream of the country. This will further result in creation of more employment in these areas resulting in improvement in the standard of living of the poor.

In 1994-95, Indian Railways loaded 365 million tonnes of revenue earning freight traffic. In 1995-96, there was a record increase in freight loading and 390 million tonnes of revenue earning freight traffic was loaded. Increase of 25 million tonnes in one year's loading is better than any increase in the previous years. This loading was also better than any increase in the previous years. This loading was also better than the revised target of 1995-96.

In passenger traffic also, the regression of the previous years was left behind and the same was better than the revised target. As compared to the previous year, there was an increase of 123 million originating passengers.

The financial performance of the Indian Railway in 1995-96 was unprecedented and set new standards. The records established in the growth of goods and passenger traffic had a favourable impact on the financial well-being of the Indian Railways. Railways not only provided Rs 1361 cr as dividend to the General Revenues but have also increased their excess from Rs 2318 cr as per Revised Estimates, to an actual 'excess' of Rs 2577 cr. The gross traffic receipts are also expected to be Rs.22241 cr., which will be an improvement on Rs.22175 cr as shown in the Revised Estimates. On the other hand, strict control was shown in restricting the ordinary Working Expenses. This is likely to be better than Rs.14590 cr shown in the Revised Estimates. Spending less than the Budget Estimates despite payment of interim relief, increase in pension and other post-budgetary increases in the financial year reflected a financial discipline which has emerged as a bench-mark for the Indian Railways and requires to be praised. Their Operating Ratio has also improved from 84.6% projected in the Revised Estimates to 82.5%. In this financial year also, the railways will help the Ministry of Finance by not only making full payment of dividend but also by increasing their contribution to the various Funds maintained by the Ministry of Finance by an amount of Rs 759 cr. Railways had also maintained a strict control on net drawal of funds kept with the Reserve Bank of India and at the end of the year had a credit balance of Rs 908 cr. I am sure that with all this, my friend, the Finance Minister, will be extremely happy and would agree for more budgetary support to the Indian Railways with an open heart.

The target for loading of revenue earning freight traffic for 1996-97 is 410 million tonnes which is 20 million tonnes more than the actual loading of 1995-96. We have statistics for the first three months which are encouraging and give us hope that this target will be achieved.

Similarly, we also hope to achieve the target of 4% increase over 1995-96 actual figure of originating number of passengers.

To start new services, the major challenges faced by the Ministry of Railways are to construct new lines, gauge conversion and procurement of sufficient rolling stock. For the satisfaction of the common man, all these three are complementary to each other and must for the rail transport. Imbalance in any of these three will result in dissatisfaction and the railways will not be able to fulfil the people's demands. The Hon'ble members have discussed their demands, however, due to lack of sufficient resources, it will not be possible to meet all these demands. Still I have tried my best to fulfil their demands to some extent by starting some new trains, increasing the frequency and extending the run of some of the existing trains. In 1996-97, we would introduce the following new trains

- (i) Rajdhani Express between New Delhi-Patna via Lucknow.
- (ii) Rewa-Bhopal Express
- (iii) Bikaner-Merta Road Link Express to Howrah
- (iv) Bangalore-Hubli Intercity Express (in lieu of Shatabdi Express)
- (v) Kalka-Shimla (NG) Shivalik Deluxe Express
- (vi) Jaipur-Madras Weekly Express
- (vii) Delhi-Ahmedabad Ashram Express (BG)
- (viii) Delhi-Ahmedabad Mail (BG)
- (ix) Ahmedabad-Jodhpur-Bikaner Express
- (x) Secunderabad Guntur-Vasco-Da-Gama Express (via Dronachellam after gauge conversion)
- (xi) Guwahati-Tinsukia Express
- (xii) Patna-Kula Tri-Weekly Express
- (xiii) Howrah-Bolpur-Rampurhat Express (By cancelling Rampurhat-Bardhaman Passenger)
- (xiv) Ramnagar-Moradabad Link Express to Delhi
- (xv) Gorakhpur-Darbhanga Express via Chhitauni-Bagaha Link

Mr Speaker, Sir, the House will be happy to note that in fulfilment of the long standing demand of the public, a night train has been recently started between Amritsar and Jammu Tawi and in order to link Delhi Jaipur Express, a link train has been introduced between Jaipur and Ajmer in both directions.

Frequency of the following train is proposed to be increased :

- (i) 6043/6044 Madras-Patna Express from weekly to bi-weekly
- (ii) 5209/5210 Barauni-Amritsar Janseva Express from bi-weekly to triweekly.
- (iii) 6339/6340 Nagercoil-Mumbai CST Express from weekly to tri-weekly.
- (iv) 6045/6046 Madras-Ahmedabad Navjeevan Express from six days' a week to daily

- (v) 8301/8302 Hazrat Niamuddin-Sambalpur Hirakund Express from triweekly to four days a week.
- (vi) 8403/8404 Puri-Ahmedabad Express from weekly to tri-weekly
- (vii) 3045/3046 Howrah-Guwahati Sarighat Express from weekly to tri-weekly.
- (viii) 7003/7004 Howrah-Secunderabad Falaknuma Express from tri-weekly today
- (ix) 4863/4864 Jodhpur-Lucknow Marudhar Express from tri-weekly to four days a week.
- (x) 5205/5206 Delhi-Muzaffarpur Express from bi-weekly to four days a week

The run of the following train will be extended

- (i) 4247/4248 Kurla-Varanasi Pawan Express upto Muzaffarpur
- (ii) 5011/5012 Cochin-Gorakhpur Express upto Barauni once a week
- (iii) 5089/5090 Gorakhpur-Hyderabad Express to Bangalore once a week.
- (iv) Bi-weekly 4007A/4008A Delhi-Samastipur Express upto Raxaul (diversion from Muzaffarpur)
- (v) 4259/4260 Durg-Varanasi Sarnath Express upto Chhapra.
- (vi) 2479/2480 Hazrat Nizamuddin-Castle Rock Goa Express upto Vasco-da-Gama
- (vii) 5427/5428 Sonpur-Banmankhi Hariharnath Express (MG) upto Katihar
- (viii) 4673/4674 Delhi-Muzaffarpur Shaheed Express upto Darbhanga on four days a week
- (ix) 5659/5660 Howrah-Guwahati Kamrup Express upto Tinsukia
- (x) 4055/4056 Delhi-Dimapur Brahmaputra Mail upto Tinsukia
- (xi) 6315/6316 Howrah-Cochin Express upto Trivandrum once a week
- (xii) 4863/4864 Jodhpur-Lucknow Marudhar Express upto Varanasi
- (xiii) 4649/4650 Delhi-Muzaffarpur Sarvu-Yamuna Express upto Darbhanga twice a week

Sometime back we had started running of EMU, DMU and rail Buses on main line which has been greatly appreciated by general public. Accordingly in this regard some new trains would be started in 1996-97, which are given below :-

Main line electric multiple unit services would be introduced on the following section :-

- (i) Panipat-Ambala
- (ii) Tundla-Aligarh

- (iii) Dahod-Ratlam
- (iv) Anand-Godhra
- (v) Mathura-Palwal
- (vi) Nagpur-Badnera (Electric Push Pull).

Diesel multiple unit/push-pull/air-brake shuttle services are being introduced on the following sections:-

- (i) Amritsar-Pathankot
- (ii) Vijayawada-Narsapur
- (iii) Satna-Rewa
- (iv) Satna-Manikpur
- (v) Ahmedabad-Mehsana-Abu Road
- (vi) New Jalpaiguri area
- (vii) Cuttack-Paradeep
- (ix) Katihar-Mansi-Barauni

Rail bus services are proposed to be introduced on the following sections :-

*Broad Gauge :* 1. Makrana-Parvatsar  
2. Ait-Konch

*Metre Gauge:* 1. Mehsana-Taranga Hill  
2. Shimoga-Talguppa  
3. Jaunpur-Aunrihar  
4. Indara-Phephna  
5. Mathura-Brindavan

Mr. Speaker, the House will be glad to know that I have decided to restore the Howrah-Delhi Janata Express train which had been cancelled earlier.

With the commissioning of Aunrihar-Chhapra section as Broad Gauge, an alternative route is now available to North Bihar via Eastern Uttar Pradesh. To cater to the needs of the people of the area it has been decided to provide direct services to Mumbai, Delhi, Bilaspur and Durg via this route by extension/re-routing of the following trains :

- (i) 4247/4248 Kurla-Varanasi Pawan Express
- (ii) 4259/4260 Durg-Varanasi Sarnath Express
- (iii) 4007/4008/4007A/4008A Delhi-Muzaffarpur Express

Mr. Speaker, I am aware that despite the untiring efforts of railway staff, there is scope to improve the services provided to the passengers. Our efforts towards improving cleanliness, safety and punctuality are continuing. For further improving these, I would welcome suggestions from the Hon'ble members. Some of the steps taken in this direction are-

- (i) Computerisation of reservation of passenger tickets has been appreciated by every body and there is a constant demand from all the areas to extend it to more stations. presently,

92% of the reservations are computerised and all those stations where there are more than 300 reservations every day, computers have been provided. Besides this, computers have also been provided to extend reservation facilities in Srinagar, Port Blair, Shillong and Panjim where there are no railway lines. It is planned to provide this facility at 53 more location in 1996-97. Railway Ministry is in touch with the State Government to provide this facility at Agartala, Kohima and Gangtok.

- (ii) Micro-processor based self-printing ticket machines have been provided to ensure availability of unreserved tickets. Through these, a passenger can buy tickets from any window and he waits for less time. Upto 1995-96, about 400 such machines have been installed at major stations.
- (iii) computerised season tickets and coupon validation machines have been installed on Western Railway through which suburban passengers have been inconvenienced and there is less crowd at the windows.
- (iv) By providing more telephones, hot lines, electronic display boards, automatic recorded answering machines etc., the passenger enquiry and information system has been improved and passengers are able to get better service.
- (v) Instant Action groups have been provided in trains which prevent unauthorised passengers to enter in the railway compartments. They also prevent carriage of inflammable goods and provide safety to passengers. They have been provided walkie-talkie to take immediate action.
- (vi) AC 3-tier coaches have been well received by the public. It will be our effort to provide more such units in the trains.
- (vii) Provision of bio-friendly latrines in the trains has also been liked by the travelling public. This will be provided in more trains.

Railways are making continuous effort to improve the catering services and to make them cleaner and tastier. At many locations, dispensing machines for tea, coffee and cold drinks have been installed. In 11 trains, new pantry cars have been added which include Shatabdi Express, Jhelum Express, Jodhpur Mail etc.

Preliminary work regarding setting up Indian Rail Catering and Tourism Corporation has been started and it is being submitted for the approval of the Central Government.

In the area of catering, on the one hand steps are being taken to improve the standard of departmental

catering and on the other the performance of private contractors is specially being reviewed.

Keeping the national tourism policy in view, and in order to provide special services to foreign tourists, railway has taken many steps and in collaboration with private sector, has decided to start 5 new tourist trains. It is hoped that these 2 trains i.e. Delhi-Jaipur-Agra-Gwalior-Jhansi-Varanasi-Lucknow and Madras-Kodikanal-Kanyakumari-Trivandrum-Cochin-Mettupalayam-Bangalore will start by Dec.'97. Similarly, 3 more trains are likely to be started in future. It is expected that this will generate lot of foreign exchange also

Rail weekender package tours have been introduced to encourage tourism within the country on week-ends. With this, Indian tourists will, without difficulty, be able to visit the cultural and religious sight seeing places. For this, 38 packages have been made, out of which, 12 have already been introduced

Special attention has been paid also to religious tourism for which services have been started to connect Tirupati, Ajmer Sharif, Sarnath, Amritsar, Gwalior, Varanasi, Prayag etc.

Railways are exploring the possibilities of opening of Out Agencies in the Utrakhand at various places to promote tourism and for the convenience of the tourists so that rail tickets are purchased there itself.

16 lakh employees of Indian Railways make continuous effort to provide good services to satisfy railway passengers and other users of railway facilities but it is quite possible that out of 11 million customers every day, some remain dissatisfied. To take immediate action on their complaints and to improve services, a public grievance redressal system, is working in Railway Board, Zonal Railways, Divisions and stations. Various levels of users' Consultative Committee's in the railways are also playing a constructive role in this direction. The front-line employees who come in contact with passengers, have become more alive to this problem after the promulgation of Consumer Protection Act. Their Training is also arranged. General Managers and Divisional Railway Managers have been directed to inspect trains, stations, etc and to listen to the complaints of the passengers and to dispose them off promptly. I solicit the cooperation from the Hon'ble members of this House in this direction. If they find any fault passenger services, they may immediately bring the same to my notice or to the notice of concerned railway officials. I hope that in future, we will give least chance for such complaints. I would like to assure the Hon'ble members that immediate action will be taken on their complaints.

Mr. Speaker, in train operation, safety and passenger security is receiving special attention and many improvements have taken place in the last decade. In 1995-96, there were 398 accidents as compared to 717 accidents in 1985-86. The statistics of accidents

per million train kilometre have also reduced from 1.3 to 0.61. This is not a matter of any satisfaction and it is our constant effort that these accidents should be brought down.

In the recent past, the steps taken to make rail travel safer are :-

- (i) Works of track circuiting on trunk routes and mainlines have been speeded up;
- (ii) The signalling system is being made more safe so that it can be ensured that home signal will not be lowered until the starter and advance starter lowered for the last train is put back to 'on';
- (iii) Station Master's slide control is being provided on the last stop signal
- (iv) At those stations, where generally there is no shunting, the advance starter is being kept only 180 mtrs. away from the starter.

Mr. Speaker, the work regarding providing modern communication facilities to help the driver and guard to contact the station is being speeded up. With this facility in case of an accidents they can establish immediate contact with other trains and stations within the radius of 5 Kms. They can be alerted about the accident and can ensure that the relief material reaches as early as possible.

It is common knowledge that most of the accidents take place because of human failure. Such safety related staff are therefore, being trained from time to time and are also being medically examined for their physical fitness.

Simulators are being used to improve the training, apart from this, the inspections are also being intensified. Now in such accidents, the responsibility will not only be of the employee but also of the concerned inspector and the officer in charge.

Mr. Speaker, the increase in the number of accidents at the unmanned level crossings has created great anxiety. Most of these accidents take place because of the carelessness of the road vehicle drivers. But they result in the loss of life of the passenger of the road vehicles. According to the Motor Vehicles Act, the responsibility of such accidents is that of the road vehicle driver but railways are unnecessarily blamed for this. For this, it is necessary that on the one hand, the State Govt. while giving driving licence to bus drivers etc. should take special precaution, and, on the other, they should educate the common public through television, radio etc. Indian Railways by themselves are also doing such propaganda. Apart from this, Railway Ministry has also decided that in future, we will not add any unmanned level crossing and the sensitive ones out of the existing 24,692 unmanned level crossings will be, on a planned basis, after due prioritisation, converted into manned level crossings



with the help of the State Govts. who have to invest the initial capital cost.

The Annual Plan outlay for 1996-97 which is the last year of the Eighth Plan, has been fixed at Rs.8130 crores. This amount is only 8% more than last year.

For this years' Plan expenditure also, most of the funds would be provided by the railways from its own resources, Rs.4111 crores by way of internal generation, Rs.1850 crores by Bonds through IRFC, Rs.500 crores through BOLT and Rs.400 crores through 'Own your Wagon' Schemes will be raised. Remaining amount of Rs.1269 crores will only come as budgetary support from the Government.

There are many difficulties in borrowing from the market and it is very expensive also. I would, therefore, once again, request the Finance Minister through the good offices of this House, to try and increase budgetary support.

This year also, the expenditure will mostly be on rolling stock, track renewal, gauge conversion, electrification etc.

Following are the State-wise details of projects of New Lines, Doubling and Gauge conversion etc.

This Govt. is fully aware of the infrastructural deficiencies which exist in the rail network in the North Eastern State. Even State Capitals are to be linked by rail. The difficult terrain in the region makes railway building very capital intensive and as Hon'ble members are aware that there is acute constraint of resources. However, this Govt. has decided to accord top priority to the Development of rail network in the North Eastern States.

The Gauge Conversion work between Dimapur and Dibrugarh and Tinsukia to Lekhapani is making excellent progress and would be completed in this financial year. Simalguri-Moranhat and Mariani-Furkating loop will be completed next year. The work on the Narnarayan Setu at Jogighopa is being progressed. There has been delay on account of unforeseen geological problems. However, we hope to complete the bridge and the line from Jogighopa within this financial year. The line from Goalpara to Guwahati would be completed next year. Work has also been started on the new line from Duhnoi to Depa in Meghalaya and this line would be completed and opened next year, simultaneously with Goalpara-Guwahati line.

Hon'ble members will be happy to know that the work of Gauge Conversion of Lumding-Silchar, which will meet the long standing demand of the people of lower Assam, Mizoram, Tripura and Manipur, has been included in the budget.

The Hon'ble members from the north eastern State have been representing about the lack of rail links to the state capitals. This Govt. has decided to remedy the

situation. As a start in this direction, the work of construction of the new line from Kumarghat to Agartala to link the capital of Tripura has been included in the budget. This line would meet the long standing aspiration of the people of Tripura State.

In addition, I have ordered surveys for Gauge Conversion of Rangia-Murkongselek and the linked lines to Tezpur and Bhalukpong in Arunachal Pradesh. I have also ordered updating of the surveys done in the past for new lines from Harmuti to Itanagar, the capital of Arunachal Pradesh and from Diphu to Karong, as the first phase of rail linking Imphal, the capital of Manipur.

It has been decided to take up construction of the fourth bridge on the river Brahmaputra at Bogibheel. Accordingly, funds for the detailed investigations and final location at a cost of Rs. 2 crs. are being included in the budget.

Hon'ble members will be happy to know that high priority is being accorded to the development of rail network in Andhra Pradesh. Gauge Conversion of Giddalur-Nandyal has been completed and we are confident of completing the project by converting Nandyal-Guntakal within this financial year. Mehboobnagar-Dronachellam would be completed in the next financial year and work is being expedited on Tirupati-Pakala-Katpadi project. The first phase work on the new line between Peddapalli and Karimnagar is also making good progress. I am happy to inform the Hon'ble members that the work of new line from Nandyal to Yerraguntala has been included in this year's Budget. This line will help the development of this backward area.

Based on the representations from the MPs, I have ordered the surveys for new lines from Motumari to Maryalgudda and from Munirabad to Mehboobnagar.

There have been demands for restoration of Kakinada-Kotapalli line. The State Govt. is to provide land in lieu of that land on which construction has taken place. The work will be started after land has been provided.

I am glad to inform the House that the Gauge Conversion of Hajipur-Bachwara MG section to BG is being included in the Budget. Construction of a new line from Sakri to Hassanpur via Kusheshwardham and Gauge Conversion of Mansi-Saharsa as the first phase of Mansi-Saharsa-Forbesganj lines have also been included in the budget. The work of doubling of Patna-Parasbazar as a part of Patna-Gaya doubling has been included in the Budget.

Final location survey and land acquisition work is going on for the new line from Rampurhat to Mandarhill via Dumka. The work would be started once the land becomes available.

At present, the rail linkages between North and South Bihar are grossly inadequate, being limited to only one

bridge at Mokama. This has seriously affected the development of North Bihar. *(Interruptions)*

*[English]*

SHRI MULLAPALLY RAMACHANDRAN (Cannanore) : Sir, our State Kerala has not been included at all. *(Interruptions)*

MR. SPEAKER : Please, listen to the hon. Minister  
*(Interruptions)*

MR. SPEAKER : What is this?  
*(Interruptions)*

SHRI RAM VILAS PASWAN : Sir, this is in alphabetical order. *(Interruptions)*

MR. SPEAKER : Mr. Sudheeran, the hon. Minister has not completed his speech. He is coming alphabetically, he says

*(Interruptions)*

MR. SPEAKER : Why are you drawing your conclusions now? Please listen to the Minister's speech

*(Interruptions)*

SHRI RAM VILAS PASWAN : Sir, we are going alphabetically. We will cover all the States. Don't worry. *(Interruptions)*

SHRI V.M. SUDHEERAN (Alleppey) : The Minister has almost completed, Sir. *(Interruptions)*

*[Translation]*

SHRI RAM VILAS PASWAN : All the States will be covered. We are proceeding alphabetically.

*[English]*

MR. SPEAKER : Please listen. Please do not interrupt.

*[Translation]*

SHRI RAM VILAS PASWAN : People have to travel long distances on both sides of the river before they can reach the state capital. To remedy this situation, Govt. have decided to construct a new bridge on the river Ganga at Patna, for which funds for the final location survey and detailed investigations, at a cost of Rs 1.6 crs. have been included in the budget.

There have been demands for restoration of Ara-Sasaram line. The survey has recently been completed. Further action would be taken after the project appraisal has been completed.

A survey has been taken up for a new line from Khagana to Kusheshwardham which line is considered essential for developing the backward areas of North Bihar especially. The last area and for linking this important pilgrim centre. Surveys are in progress for

construction of new line from Muzaffarpur to Sitamarhi and Darbhanga to Saharasa and for Gauge Conversion from Darbhanga to Narkatiaganj and Darbhanga to Nirmali/Jayanagar/Lokhabazar. I have ordered a survey for linking Bhaptia to Nirmali and I intend to take up surveys for new line from Katihar to Tejnarainpur and for extension of the Railway line upto Bhaluka Road via Amdabad. I have also ordered surveys for the Gauge Conversion of Katihar-Jogbani, Saharsa to Purnea. The survey for gauge conversion of Ranchi Lohardaga and extension to Tori is also going on. These surveys will be carried out on priority. Further action will be taken as soon as survey reports become available.

Hon'ble members will be happy to know that we are according top priority to the Gauge Conversion of Delhi-Ahmedabad line and we are confident of converting the same within this financial year alongwith the line from Viramgram to Mehsana with which direct and shorter routes between Delhi and Ahmedabad as well as Delhi and Kandla would be established. Gauge Conversion of Rajkot-Veraval and Wankaner-Maliya-Miyana has also been taken up and would be completed in the coming years.

Gauge Conversion, which is already included in the budget, funds are being provided for starting the work. The survey for the conversion of Bhavnagar - Surender Nagar Section with extension upto Alang and Pipavav Ports is already in progress and would be expedited. I have decided to take up surveys for a new line from Veraval to Pipavav and for conversion of Bhuj-Nalia section.

The work on the first phase of the project, viz Dewas-Maksi sector of Godhra-Indore. Dewas-Maksi project has been resumed and would be completed. The work on the next phase would be taken up thereafter.

Hon'ble members will be happy to know that the new line from Beas to Goindwal has been completed. The Prime Minister as well as our Government is highly concerned about the overall development of Jammu and Kashmir. Jammu-Udhampur line is being given top priority and would be completed by Dec'97. Udhampur-Srinagar-Baramulla line is very important for the people of Kashmir. Our Government is going to give utmost attention to it. We shall start the work in Udhampur-Katra section.

The work of the rail link from Rajpura to Chandigarh has been taken up. Land acquisition is in progress and the work would be taken up on priority once the land becomes available.

Survey for Gauge conversion of Rewari-Ringus and Rewari-Boharu-Sadulpur and Hissar-Ratangarh-Bikaner-Degana has also been taken up so that these project can receive due consideration. Survey for new line in Himachal Pradesh from Bhanupalli-Bilaspur-Beri has recently been done and the report is being reviewed, in consultation with the H P Govt.

13.01 hrs.

*At this stage, Shri Bhupinder Singh Hooda Came and sat on the floor near the Table.*

13.01 hrs.

*At this stage, Shri Sat Mahajan came and sat on the floor near the Table...(Interruptions)*

*[English]*

MR. SPEAKER . I do not approve of this.

13.02 hrs.

*At this stage Shri Bhupinder Singh Hooda and Shri Sat Mahajan went back to their seats.*

*[Translation]*

SHRI RAM VILAS PASWAN : Gauge Conversion work has been making good progress in Karnataka. Hossur-Bangalore has recently been completed and Arasikere-Hassan would be commissioned later this month. Work is in progress on Gadag-Sholapur line, of which Hotgi-Bijapur would be completed in this financial year. Work is also in progress between Hassan and Mangalore, Shimoga-Talguppa and Bangarpet-Kolar lines.

Work would be started shortly on the Gauge Conversion of Hassan-Mysore. It gives me great pleasure to inform the Hon'ble members that the work of construction of new line from Kadur to Sakleshpur via Chickmagalur has been included in the budget, meeting the long standing demand of the people for construction of this line.

A survey for a new line from Hubli to Ankola has been completed and the project has been sent to the Planning Commission for their consideration.

Survey for new lines from Mysore to Tellicherry, Chamarajanagar to Mettupalayam, Talguppa to Honnavar, Munirabad to Mehaboobnagar via Gangavati, Dudda to Tiptur are being accorded top priority

Top priority is being accorded to the doubling of Shoranur-Mangalore and Trivandrum-Quilon Sections. Surveys have also been taken up for new lines from Tellicherry to Mysore, Feroke to Nilambur, Tanur to Ernakulam for a coastal line, Kottayam to Dindigul via Sabarimalai and from Kayankulam to Trivandrum via Adur and Kottarakara as well as from Tekazy to Trivandrum via Punnalur..(Interruptions)

Hon'ble members will get sufficient time afterwards to put across their views and we'll inform them about the constraints.

*[English]*

SHRI E. AHAMED (Manjeri) : This is nothing but pittance.

*[Translation]*

SHRI RAM VILAS PASWAN : High priority is being accorded to the completion of Guna-Gwalior new line of which a 43 kms. section from Panihar to Mohana will be completed in this financial year. The new line from Dallirajahara to Jadalpur via Rowghat, which serves the tribal areas of Bastar will be taken up as soon as Sail deposits its own share of the cost

Gauge Conversion of Neemuch-Ratlam has also been taken up and would be completed in the coming years. Gauge Conversion of Jabalpur-Gondia which is included in the first phase of the action plan would be taken up during the 9th plan period

Many Hon'ble members of the Parliament have demanded restoration of the rail line between Barwadih to Chirmiri. Keeping in view the development of this tribal area, I have ordered a survey. Similarly, there is a demand for new line from Bistrampur to Ambikapur for which a survey has been done. This project will be sent soon to Planning Commission. The surveys of Lalitpur to Satna, Mahoba to Khujraho and Rewa to Singrauli will be completed in a few months time. After which action will be taken on them in consultation with Planning Commission.

Hon'ble members will be happy to know that electrification of Karjat-Khapoli line has been completed which will enable extension of EMU services. The Gauge Conversion of Gondia-Chandafort is making good progress and we hope to complete the Project by the middle of next year. Gauge conversion of Mudkhed-Adilabad, which will also create an alternative route for the coal traffic to Parli Vajinath Power House is expected to be completed next year. Gauge Conversion work has been taken up between Miraj and Latur and would be completed in the coming years

Work on the new line between Amravati and Narkhed and between Latur and Latur Road is being progressed. The work is being started on Panvel-Karjat new line immediately

I have accorded priority to the surveys already in progress in the state of Maharashtra between Manmad and Nardana, Nasik-Pune-Roha, Sholapur-Tuljapur-Osmanabad and Nanded-Pusad-Wardha lines.

Priority is being accorded to the doubling of Diva-Vasai and Diva-Panvel lines.

Hon'ble members will be happy to know that the new line from Koraput to Rayagada (164 kms.) has been completed in the last financial year. We are making all out efforts to progress Talcher-Sambalpur and we hope to complete the same by Dec'97. Daitari-Banspani line is being accorded high priority and we are trying to obtain funds from several sources to expedite the work on this project. Gauge Conversion of Rupasa-Bangriposi has already been included in the Budget. The survey for Gauge Conversion of Naupada-Gunupur has just been completed and further action will be

taken after appraising the project Hon'ble members have demanded the extension of Gunupur-Rayagada line. Survey for this has been ordered.

The development of Paradeep port is being done with ADB assistance. It is vital to create the matching infrastructure for catering to this port. In view of this, I am glad to inform the Hon'ble members, it has been decided to include the work of construction of a new line from Hardaspur to Paradeep in the budget.

Hon'ble members will be happy to know that the Gauge conversion of Ajmer-Ahmedabad and Marwar-Jodhpur sections will be completed this year establishing the Delhi-Ahmedabad and Kandla-Bhatinda routes. Gauge conversion of Agra-Bandikui has also been taken up and would be completed in the coming years.

The work of construction of a new line from Dausa to Gangapur City has been included in the Budget.

A survey has recently been completed for Gauge Conversion of Ajmer-Chhitaigarh-Udaipur-Ahmedabad line and the proposal has been sent to the Planning Commission.

On going surveys, for a new line from Sardarsahar to Hanumangarh and for Gauge Conversion of Hissar-Bikaner, Ratanagarh-Degana and Sadulpur-Loharu-Rewari, Loharu-Sikar - Ringus-Jaipur as well as Rewari-Ringus-Phulera lines are being given priority

...(Interruptions) I have stated just now that the Railways budget will be discussed for three days, so why are making a noise. We will proceed according to the rules and not otherwise.

Hon'ble members will be happy to know that high priority is being given to the Gauge Conversions in Tamil Nadu. Hosur-Salem (151 kms) would be completed by October '96 and Madras-Trichy-Dindigul would be completed by March '98. High priority will also be given to the conversion of Tirchy-Nagore line. Based on the demands from the MPs of the State, survey for the Gauge Conversion of Salem-Cuddalore line has been included in the budget.

Gauge Conversion of Villupuram-Cuddalore-Thanjavur is included in the action plan and would be taken up in the 9th plan period.

Surveys are in progress for new lines from Dindigul to Sabarimalai, and Mettupalayam to Chamarajanagar. These would be accorded high priority.

The new line linking east Uttar Pradesh with North Bihar via Chhitauni-Bagaha has been completed and opened to traffic. The line would be converted to BG alongwith Gorakhpur-Sagauli route which is expected to be completed by Dec '97. The Gauge Conversion of Aunrihar-Chhapra has been recently completed and opened to traffic, establishing a new route from Allahabad and Varanasi to North Bihar, West Bengal and the the North Eastern Region.

Based on the representation received from the MPs, the work of Gauge Conversion of Lalkuan-Kashipur, which has remained frozen for several years will be started soon.

The work on the rail connection between Faizabad and Katra including construction of a new bridge on the river Saryu, land acquisition is nearing completion and design investigations of the bridge are being taken up.

Hon'ble members will be glad to know that Tanakpur-Pilibit-Bareilly and Pilibit-Sitapur-Lucknow lines have been included in the first phase of the Action Plan under Project Unigauge. These sections would be taken up for conversion in the coming years

Demands have been received for Kanpur-Kasganj-Mathura Kasganj-Bareilly and Gonda-Gorakhpur loop Gauge Conversion works. These works are already identified as 9th plan projects and will be taken up during the 9th plan period. The survey report for Kanpur-Kasganj-Mathura with extension from Kasganj to Aligarh/Etah has already been sent to the Planning Commission and the project is under their consideration ... (Interruptions) Hon'ble members are well aware that survey is conducted before taking up any project. (Interruptions) Therefore surveys should be got conducted first

Based on representations from the Hon'ble members, I have decided to take up Survey for Gauge Conversion of Lalkuan-Bareilly section on top priority. Surveys have also been taken up for new lines from Dehradun to Saharanpur, Tanakpur-Purangiri, Kiccha-Sitarganj-Nanak Mata-Khatema and from Hardwar to Ramnagar via Kotdwara.

Hon'ble members have been requesting for increasing the outlays for the new line projects in the state viz Eklakhi-Balurghat, Howrah-Amta, Tamluk-Digha and Lakshmikantapur-Namkhana lines. Hon'ble members will be happy to know that the next block section from Karanjali to Nischantpur on the Lakshmikantapur-Namkhana line is being opened next month. For the remaining projects, I am trying to increase the allocation.

Hon'ble members have been pressing for the Gauge Conversion of the BDR (Bankura-Damodar Railway) line and extension from Tarakeswar to Arambagh and in deference to their wishes I have ordered a survey. I would like to assure the Hon'ble members that the doubling works in the state would receive our utmost attention and we would complete them as early as possible.

Hon'ble members have been complaining about the slow progress of doubling works. Last year the Railways could not progress the works satisfactorily due to court cases and slow action in the removal of encroachments. The Railways have been advised to

expedite the doubling works and complete them at the earliest. Funds will not be a constraint.

As regards conversion of narrow gauge lines in West Bengal for which there have been persistent demands, the lines would be given due consideration while selecting the projects to be taken up in the next phase of the action plan after completing the lines already taken up, and those included in the plan on operational/Strategic considerations for conversion.

It is a matter of great pride that Calcutta Metro has been completed and is running successfully. This is not only a matter of great honour for Calcutta and West Bengal but for the entire country. Techno-economic survey is in progress to extend the Metro from Tollygunj to New Garia and Dum Dum to Barrackpore.

The first phase of the Mass Rapid Transit System in Madras is almost complete. It is already operational from Madras Beach to Chepauk and from Madras Beach to Luz is likely to be completed by December, 1996. We are pleased to inform you that Phase-II of the MRTS Madras from Luz to Vellachery has been included in this Budget. The Tamil Nadu Government will bear the 2/3rd cost of the project and rest 1/3rd will be borne by the railways. The State Government will provide land free of cost for this purpose and the railways will be able to use the stations etc. for commercial purposes. The project will not be starved of funds.

Mumbai Metro has emerged as a great challenge to the Indian Railways because the transport infrastructure of Mumbai is already overloaded and demand is increasing. Two extra lines from Bandra to Andheri have already been completed. RITES have been given techno-economic study for the fifth line from Churchgate to Virar and Mumbai CST to Kurla. The World Bank is also providing funds which are being used under Mumbai Urban Transport Project II. The work of fifth line between Santa Cruz to Borivili is also being undertaken this year and we are giving priority to the development of New Mumbai so that the main island city can be decongested. As Mumbai Metropolitan city carries more than 50% of the total suburban passenger traffic, it has been decided to allot it 50% of the Budget under MTP Planhead.

Mr. Speaker, Indian Railways have stopped the use of steam locomotives and introduced the use of diesel and electric locomotives which has contributed greatly in relieving environmental pollution. Electrification is a further step in this direction and in this we have made considerable progress.

In 1995-96, 609 route kilometres railway electrification was done. With this, out of 62,660 route kilometres on Indian Railways, 12,875 route kilometres have been electrified.

In 1996-97, 634 kilometres electrification will be done. With this, we will achieve the target of 2700 kilometres of track fixed for the Eighth Five Year Plan.

To supplement the Plan fund, apart from receiving the money through bonds by Indian Railway Finance Corporation and generation of internal resources, Indian Railways has resorted to new schemes for private investment like BUILT-OWN-LEASE-TRANSFER (BOLT) and OWN YOUR WAGON. Complete success has not been achieved in this direction but efforts are still continuing.

Mr. Speaker, apart from the fact that the construction of Konkan Railway was a great example of cooperation of Central Government and State Governments for equity participation, it was also a great challenge in terms of construction work. I am happy to inform the House that despite odds, the 760 Kms. long railway line is nearing completion. Because of technical difficulties in some tunnels and scarcity of financial resources in the final stages of the work, the work on the project has not been completed on time although some parts of the project have been opened for passenger traffic from time to time. But now it is hoped that as soon as the monsoons are over, the work on the project is expected to be completed by the end of Oct '96 for goods operation and by Dec '96 for passenger trains. In this regard, we expect special cooperation and help from Planning Commission and Finance Ministry so that the resource problems of Konkan Railway Corporation in the last stages of its construction can be resolved.

Mr. Speaker, I have a feeling of great pride in informing the House that most of the requirements of Indian Railways are met by production within the country and there also, most of the rolling stock is produced by railway's own production units. In 1995-96, all the production units except Rail Coach Factory, Kapurthala achieved their annual production targets. Their main achievements were :

In this production unit Diesel Locomotive Works, Varanasi, 138 diesel locos were manufactured in 95-96. It also exported 2 locos to Sri Lanka and 6 locos to Bangladesh. This production unit has made significant progress in exports.

Chittaranjan Locomotive Workshop, Chittaranjan produced 135 electric locos last year.

Integral Coach Factory, Perambur produced 890 coaches as per the target. This includes 10 coaches exported to Vietnam and 12 self-propelled coaches. It also built 21 coaches for 'Palace on Wheels' on the order of Rajasthan Tourism Corporation. It has not only manufactured bio-friendly latrines but also a Diesel Hydraulic Multiple Unit design in which 850 passengers can travel instead of 792 at present.

Rail Coach Factory, Kapurthala produced 690 coaches in 95-96 and also obtained the prestigious ISO 9001 certification for its Bogie division.

Wheel & Axle Plant, Bangalore produced 75,545 wheels and 41,350 axles during 95-96. This year, it also received the prestigious Association of American

Rail Road Certification which will facilitate exports. In 1995-96, it exported 1000 wheels and 200 axles to United States of America.

- Diesel Component Works, Patiala rebuilt 73 locos during the year and exported components of diesel locos to Malaysia, Vietnam and Bangladesh.

All the Public Sector units under the Ministry of Railways have shown all round growth and have paid adequate dividends.

In 1994-95, IRCON had a turnover of Rs. 392 crores and earned foreign exchange worth Rs. 32.9 crores. It earned a profit of Rs. 41 crores and paid a dividend of Rs. 1.24 crores. It completed various projects in Bangladesh, Saudi Arabia, Malaysia, Nepal and Indonesia and also secured new contracts from Bangladesh, Nepal, Botswana and Malaysia. Apart from getting four export awards, it also got ISO 9002 certification.

RITES had a turnover of Rs. 80.7 crores in 1994-95 and earned foreign exchange worth Rs. 19.8 crores. It secured new business from Tunisia, Botswana, Cambodia, Ghana, Mozambique, Nepal, Saudi Arabia, Tanzania, Vietnam and Zambia. RITES paid a dividend of Rs. 50 lakhs.

IRFC was to raise Rs. 1350 crores through bonds in 1995-96. Indian Railways acquired rolling stock worth Rs. 989 cr. against IRFC deposit in 1995-96. Apart from this, for the first time IRFC got a sanction from the Ministry of Finance to raise US \$ 50 million as External Commercial Borrowing. It was fully successful in raising this amount and, in all, IRFC could raise US \$ 70 million which was an achievement and created a place for itself for the future in the international market. In 1996-97, IRFC is to raise Rs. 1850 crores from bonds and External Commercial Borrowing. IRFC paid a dividend of Rs. 27.84 crores for 1994-95.

CONCOR started its work in 1989 with 7 container depots and has now expanded to 32 locations. In 1994-95, it showed a growth of 90% and had a turnover of Rs. 217 crores. It gave a dividend of Rs. 3.90 crores.

In 1995-96 also, Indian Railways maintained their supremacy in the field of sports and won 16 national competitions. At the international level too, Indian Railways sports-persons gave an excellent exhibition and won the international USIC tennis championship in Sweden. Indian Railways are fully involved in promotion of sports and games and hope to maintain their supremacy in future also.

With the help of their own hospitals, dispensaries, doctors and paramedical staff, the Indian Railways Medical Department is performing a very important role in providing outstanding medical facilities to railway employees. Our efforts to make them better are continuing.

Mr. Speaker, I am happy to inform that we have complete cooperation and active participation from the

organised labour unions in railway management. This is the main reason why a railway employee works day and night with all his heart and contributes his mite in increasing productivity in the railways.

Upto this year, 14.17 lakh railway employees have benefitted from cadre restructuring initiated since 1.3.1993. Apart from this, a large number of casual labour have been given their proper place in Group 'D'. Efforts to make further improvements in this direction are continuing.

Railways' performance in achieving the prescribed percentage of reservation for Scheduled Castes and Scheduled Tribes is one of the best. More than 25% of the employees of the Railways belong to Scheduled Castes and Scheduled Tribes. All efforts to make good some shortfall of Scheduled Castes existing in Group 'A' and of Scheduled Tribes in all groups are being made. Reservation in recruitment for Other Backward Classes has also been introduced.

Mr. Speaker, we are alive and sensitive to the needs of the customers and the welfare of people connected with rail and make a constant effort to improve them. In this regard, we have taken various measures which are enumerated below:

- In order to provide recreation to passengers, Indian Railways have already manufactured one Executive Chair Car with audio channels for independent use and common video facilities. This coach is already under intensive trials in the Shatabdi train on the Western Railway. Some problems have been experienced during this trial which are being sorted out. On successful completion of the trials, it is proposed to introduce this system progressively in superfast trains.
- In order to provide telephone facilities to passengers from moving trains, installation of telephones on trials basis was arranged in Rajdhani Express from Mumbai to New Delhi in association with Videsh Sanchar Nigam Limited, etc. This trial has proved that it is technically feasible to provide telephones on a moving train. This facility is proposed to be introduced progressively on different trains after determining the appropriate tariff. (Interruptions). This year, the R.P.F. has performed its duties with complete dedication and commitment. 85 companies of R.P.F. were made available to the MHA for the general elections. During this posting, they were highly praised. Some units were sent to such far-off areas where this force had never been sent before and their performance was commendable there also.
- The RPF proposes to clear the back-log of vacancies for all categories including SC

ST/OBC and General candidates very shortly. For this, special recruitment will be conducted all over the country to make the RPF a nationalistic and a representative Force. With a view to give employment opportunities to the women, it is proposed to induct 750 lady constables on an experimental and need-based basis in RPF during this recruitment.

- iv. Special thrust has been given to the service being rendered to the passengers by setting up three special cells to monitor punctuality, catering, cleanliness and passenger amenities. These cells are functioning in Railway Board's office and in the Zonal Railways Headquarters to receive suggestions/complaints from the public and to take remedial action. The names of the Nodal Officers, their telephone and Fax numbers have been given wide publicity to enable rail users to approach them freely. To monitor the functioning of these cells, I have established a special cell in my own office. Hon'ble members of the Parliament or any passenger can complain or give their suggestions to the concerned official or the cell on which immediate action will be taken.
- v. Earlier this year licensed porters performing important duties at Railway Stations were extended 50% concession in second and sleeper class to visit any place of their choice once a year. I am happy to announce that in deference to their request I have decided to enhance this concession to 75%.
- vi. Special facilities are provided to the disabled/handicapped in developed countries. Indian Railways would also like to move in that direction. To start with it has been decided to provide one seat near the door in every second class compartment reserved for them.
- vii. Hon'ble members will recall that last year, the Railways Minister, in order to provide momentum to railway working and make it more efficient as well as keeping in view the long outstanding demand had laid stress on the reorganisation of railway zonal offices. Hon'ble members would be happy to know that our Government, keeping in view the administrative requirements and aspirations of people have decided to create six additional zonal offices. The headquarters of these zonal offices will be at Allahabad, Jaipur, Bangalore, Hazipur, Jabalpur and Bhubaneswar. Funds have been provided

in the Budget to meet the immediate requirement. ...*(Interruptions)* Mr. Speaker, Sir, there is three kilometres stretch of Railway land in Hajipur on the banks of Ganga ...*(Interruptions)*

Mr. Speaker, I shall now deal with the Budget Estimates for 1996-97. The estimates presented to this august House through the Interim Budget for 1996-97 were based on the Revised Estimates fixed for 1995-96. In the light of the approximate figures of financial performance of railways during 1995-96, which are now available, the interim Budget Estimates have been carefully reviewed and suitably updated. The Fifth Pay Commission recommendations are expected shortly. As the specific indications regarding the requirement of funds for this purpose are not available, an ad hoc provision of Rs 1,000 cr is being made in these estimates.

The gross traffic receipts for the current financial year at the existing level of freight rates and fare have been estimated at Rs 23,873 cr. This is higher by Rs 488 cr than the interim Budget 1996-97. The additional revenue is expected on account of additional loading 20 million tonnes of revenue earning freight traffic and 4% estimated growth in passenger traffic over the projections in the Revised Estimates for 1995-96.

Ordinary Working Expenses in 1996-97 are estimated to be Rs 16,423 cr. These are higher by Rs 1,833 cr. as compared to Revised Estimates for 1995-96. This increase is mainly to cover the cost of inputs for the incremental traffic, likely increase in the prices of other materials, additional payment of Dearness Allowance and higher lease charges payable to Indian Railway Finance Corporation.

These are higher the appropriation to Depreciation Reserve Fund is being retained at the level of Rs 2,000 cr. as in the Interim Budget 1996-97.

The contribution to Pension Fund has been raised to Rs 3,150 cr. from Rs 2,350 cr. in the Interim Budget 1996-97. This includes an amount of Rs 1,000 cr. being temporarily provided in this fund on account of ad hoc provision for likely payments on receipt of Fifth Pay Commission recommendations.

Thus the Total Working Expenses works out to Rs 21,573 cr. and the traffic receipts comes to Rs 2,300 cr. With a sum of Rs 276 cr. coming from net miscellaneous receipts, the railway revenue works out to Rs 2,576 cr. After payment of dividend of Rs 1,587 cr., the railways are left with an 'Excess' of Rs 989 cr. only. Out of this, Rs 350 cr. are required for the works chargeable to Development Fund. Thus Rs 639 cr. only are available for appropriation to Capital Fund as against the requirement of Rs 1,716 cr. Ministry of Finance has permitted railways to withdraw Rs 150 cr. from the balance of Capital Fund kept with the General

Exchequer. The requirement of funds for railways thus comes to Rs 927 cr.

Mr Speaker, the House is aware that railways have been taking various economy measures with a view to reduce their working expenses and have also achieved commendable success in this regard. But funds have to be provided to meet the increased cost of fuel on account of increase in prices of petroleum products, adhoc provision for 5th Pay Commission liabilities and also to undertake various projects for the development of rail network in backward/neglected areas especially the North-Eastern region. This has necessitated resource mobilisation. The resources are to be raised during the remaining eight months of this financial year. Although there are large demands for rail infrastructural development in many regions, I have decided to make very modest and selective adjustments in fare and freight rates. I shall now refer to these proposals.

Mr Speaker, the House is aware that major constituents of the passenger traffic on railways are the second class passengers and season ticket holders. Out of a total of about 4 billion passengers carried by the railways, more than 90% travel in second class who are mostly in the low income groups and belong to low economic strata of the society. Hon'ble members will appreciate that the Government is responsive to the needs and difficulties of the common man. I have therefore, decided that no increase of fare will take place in second class ordinary and second class mail and express. There will be no increase in fare for monthly and quarterly season tickets of second class and first class also.

Similarly, there shall be no increase in the existing fares upto 200 km in the case of Sleeper Class Mail Express and ordinary trains. But I do want the passengers to pay for longer journey and the fares shall be raised by 5% at all distances beyond 200 km in respect of these classes.

Indian economy is growing at a fast rate. If railways has to keep ahead of the demand for transportation, rail infrastructure will have to be developed in advance and at a higher rate. This would require large investments in railways' developmental work for which it will be necessary to raise extra resources. As there is no other alternative, I have decided most unwillingly to raise the fare of higher classes. Therefore, fares of AC first class, AC 2-tier sleeper, AC 3-tier sleeper, AC Chair Car and first class mail and express will be increased by 10%. This increase of 10% will also be applicable on all Shatabdi Expresses, Rajdhani Expresses and August Kranti Express.

Mr Speaker, the parcel and luggage rates were last revised in April, 1993. With the increase in the cost of inputs, an upward revision of rates has become unavoidable. It is proposed to rationalise the parcel

and laggage rates by replacing the existing scale of rates for all commodities. However, there shall be no increase in the existing newspaper and magazine rates.

The proposals in regard to freight rates are as under.

(a) The existing freight rates of all commodities shall be enhanced by 10% at all distances. But this increase will not be applicable on the commodities used by the common man and the poor as I do not want to put extra burden on them. I have, therefore, decided to exempt the following commodities from this increase:

- i. Food-grains for Public Distribution System
- ii. Edible Salt
- iii. Edible Oil
- iv. Hydrogenated Oil
- v. Vegetable Oil Refined
- vi. Sugar
- vii. Fruits and Vegetables
- viii. Gur, Sakkar and Jaggery
- ix. Chemical Manures
- x. Organic Manures
- xi. Fodder and other Oil Cakes
- xii. Oil Seeds
- xiii. Kerosene
- xiv. Liquified Petroleum Gas, and
- xv. Live-Stock

(b) The minimum distance for charges for movement shall be revised from 78 km to 100 km.

These proposals will be effective from 1st August 1996 and are expected to yield an additional revenue of about Rs. 927 cr. in the remaining eight months of the current financial year.

Again, I would like to tell the Hon'ble members that I had paucity of time and we have a paucity of funds as well. I would like to assure you that whenever you come to me, with your problems and demands, I'll sit and discuss them with you. I have taken into consideration your views earlier also and later on also we will consider it and I would like to assure this august House... (*Interruptions*): I would like to assure my friends from Kerala and H.P. and also Shrimati Girija Vyas that we will sit together discuss it and will find a solution.

Mr. Speaker, I would like to assure this august House that the resources thus generated will be utilised effectively for the expansion of the system and for strengthening it.

With these words, Mr Speaker, I commend the Railway Budget for 1996-97 to the House.



[English]

MR. SPEAKER : The House stands adjourned for lunch to re-assemble at 2.45 p.m

13.45 hrs.

*The Lok Sabha then adjourned for Lunch till Forty Minutes past Two of the Clock.*

14.52 hrs.

*The Lok Sabha re-assembled after Lunch at Fifty-Two Minutes past Fourteen of the Clock*

(Mr. Deputy-Speaker in the Chair)

MR. DEPUTY-SPEAKER : Now we shall take up Matters under Rule 377

[English]

#### MATTERS UNDER RULE 377

(i) **Need to Sanction Adequate funds for the implementation of Arba-Jhorabahal Community Irrigation Project, Orissa**

KUMARI FRIDA TOPNO (Sundergarh) : Mr Deputy-Speaker, I draw the attention of the Government to the Arba-Jhorabahal Community Irrigation Project under Panposh Integrated Tribal Development Agency in Sundargarh parliamentary constituency. The Government of Orissa had requested the Union Government to sanction a sum of Rs 9 crore for the Project. The Union Government had sanctioned Rs. 3.58 crore for the implementation of the Head Project only. Now, the total cost of the project has been estimated at Rs 9 crore. Sir, if the project is implemented it would irrigate 4 000 acres of land in kharif season and 3,500 acres in rabi season in the first phase and 2,700 acres in rabi season during the second phase. This will benefit 2,703 small and marginal farmers of which 2 464 belong to Scheduled Tribe community, 136 to Scheduled Caste and 103 to other communities, bulk of whom are below the poverty line. Sir, once the Project is materialised it would change the fortunes of these tribals.

I would, therefore, request the Union Government to sanction Rs. 9 crore in favour of Arba-Jhorabahal Community irrigation Project and place it under the disposal of Integrated Tribal Development Agency Panposh in the District of Sundargarh, Orissa.

(ii) **Need to Develop Sitamarhi in Bihar as a Tourist Resort**

SHRI NAWAL KISHORE RAI (Sitamarhi) : Sir, Sitamarhi which is the birth place of Sita, in Bihar is a

very backward area. This place is a historic tourist place and there are no facilities for tourists. I had taken up this matter to develop this place as a tourist resort in the Tenth Lok Sabha also but no action seems to have been taken in this regard. Now I suggest the following points for developing this place as a historic place :

1. Sitamarhi should be put on the national tourist map and all facilities should be provided for tourists;
2. Muzafarpur-Sitamarhi new railway line should be approved this year; and
3. Patna-Muzafarpur-Sitamarhi road should be upgraded as a National Highway.

(iii) **Need to Provide Adequate funds for Rural Health centres in the country and also Introduce Rural Health Policy**

DR. ASIM BALA (Navadwip) : Primary Health Centres in the country are essential. A number of health centres in the country are without doctors and medicines. In rural centres, mostly poor villagers suffer from lack of health care. The main reason for their suffering in the health centres in the villages is, lack of proper funds in the Rural Health Policy. Moreover no infrastructure facilities are available in the rural hospitals. I request the Union Government to provide necessary funds for medicine and introduce rural health policy in the country.

(iv) **Need to take steps to save the tanneries and leather industries Operating in Ambur and Vaniampadi from Closure**

\*SHRI D. VENUGOPAL (Tiruppattur) : Sir, I wish to bring to the notice of the Government the hurdles posed by the concerted efforts the Government takes to control pollution in protecting the environment to the detriment of industrial growth. Tanneries and leather industries are operating in Ambur and Vaniampadi for a long time. These industries provide scope for economic activity and employment opportunity in this area which is otherwise industrially backward. Now, most of these leather industrial units are facing closure due to the implementation of pollution control measures. The people in these areas are more affected by the closure of these units than by the possible pollution that could be caused by these units. Apart from losing their livelihood, the people could not get any remedial or reclamatory process that could employ them in agricultural activity.

The country is also losing crores of valuable foreign exchange earned by many of these export-oriented

\* English translation of the Speech

\* Original delivered in Tamil

units. So I would like to emphasise that the Union Government should take it upon itself the pollution control, reprocessing and effluent treatment measures as an essential service in public interest. Either through the Central Leather Research Institute or through the new technology obtained from elsewhere, the Union Government should take measures to help these units in managing the effluents, thereby saving drinking water, the cultivable land and also the labourers from among the local population who would be hard hit by the stringent action of the Government that leaves these units in the lurch, facing closure

15.00 hrs.

(v) **Need to Ensure Early Construction of a Bridge over Lohit and Khabolu Rivers at Majuli, Assam**

DR ARUN KUMAR SARMA (Lakhimpur) : Sir, Majuli is the largest river island of the world located within my Lakhimpur constituency of Assam. Till today, this island is not connected by road communication to other parts of Assam. There is a long standing demand of the public to establish a road link by connecting a bridge over Lohit and Khabolu rivers. The North East Council initiated a proposal to construct the bridge during the Seventh Plan period and got the Planning Commission's approval. The Indian Railway Construction Corporation was entrusted to execute the work and the necessary fund were allocated. Construction of this bridge will facilities connecting Arunachal Pradesh and Nagaland through a shorter route of 290 K.M. via Majuli from the existing 580 K.M. via Tezpur.

Therefore, I would like to request the hon. Minister of Home Affairs, who is in charge of the North Eastern Council, and the hon. Minister for Planning and Programme Implementation to ensure early implementation of this sanctioned project without further loss of time.

(vi) **Need to Expedite the work of Connecting National Highways Nos. 31 and 34 in Katihar District, Bihar**

SHRI TARIQ ANWAR (Katihar) : Sir, there was a proposal for connecting National Highway no. 31 and National Highway no. 34 in Katihar District, Bihar. A link road connecting these two National Highways was sanctioned in 1982. All the preliminary work was done long ago. But this could not be taken up till now.

I urge upon the Central Government to expedite the work of connecting the two National Highways nos. 31 and 34.

15.03 hrs.

STATUTORY RESOLUTION RE :  
DISAPPROVAL OF THE  
DEPOSITORIES (THIRD) ORDINANCE, 1996.  
AND  
DEPOSITORIES BILL, 1996

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : I beg to move :-

"That this House disapproves of the Depositories (Third) Ordinance, 1996 (No. 28 of 1996) promulgated by the President on 21 June, 1996."

Mr. Deputy Speaker, Sir, the subject of today's debate is the first ordinance got issued by this Government. I would like to say something to oppose the Depositories Bill brought here through an ordinance promulgated by the hon. President and to highlight a few points to increase the knowledge of this Government which was supposed to sit this side earlier. This Government has followed the practice of previous Government. The Government has not given the reasons for bringing the ordinance and by doing so the Government is following the practice of the previous Government in respect of misusing the provisions of the Constitution. I am a wellwisher of this Government because it has to sit in this side ultimately after sometime therefore I would like to say to leave the practice of promulgating ordinances without giving the reasons therefor. It is not enough to say that hon. President is satisfied. Hon. President would sign an ordinance brought by the Cabinet and he will be satisfied. But I would like to know the reasons for it. I would also like to say that the ordinance was earlier promulgated on 20 September, 1995. Since then what problems have been experienced by the Government, what type of lacunae have been found and what are the difficulties came in its implementation, these things should be mentioned. I would like to inform hon. ble Minister about the shortcomings in this Bill so that it should become clear in the reply to be given by hon. Minister. This Bill, which has been brought through an ordinance, is to provide protection to depositors and to check wrong practices prevailing earlier as has been mentioned in various recommendations of JPC. On behalf of my party and myself I welcome this but at the same time I oppose the practice of promulgating ordinance. I would like to say that earlier people belonging to middle class have to suffer losses as there was no provision of Bill receipt and securities. Share certificates were not being issued and bank deliveries were taking place on large scale and due to these reasons this Bill has been brought. The concept of this Depositories Bill is new for India.

and even then I welcome it. It is just an imagination. It is a good thing but I would like to know that how the arrangements for it would be made because small investors want protection and capital market should also function smoothly. So, my first point is that who will make arrangements for it, how investors will be given protection and capital market be controlled?

The second point is that who will be given privilege of introducing depositories. What will be constitution of a body or institution which would have sound economic capacity. A Committee should be constituted which would consist representatives of RBI and the officials of Government of India, who have sound economic background. It should be mentioned very clearly that who will be authorised to grant permission for it.

My third point is that it should have a capital base of at least Rs. 100 crores. Who will audit these depositories. It is necessary because in the absence of audit irregularities and frauds are committed in Mutual Funds and nationalised banks.

Fourthly, I would also like to know that who will bear the loss incurred due to some fraud or scam during the transaction of depositories. This Bill does not clarify that whether the persons who have deposited the money or the Depository Company will bear the loss. What would be the charges of services rendered by it. The functioning of depositories should be transparent and computerised so that information could be given easily. Therefore, Mr. Deputy Speaker, Sir, I oppose the hon. Minister for the tendency of promulgating ordinance. Fortunately you was a Minister in the previous Government also. You have changed your party and have become a Minister in this Government. You never sat in the opposition, so you cannot feel our woes. If there would be some other Minister, he might be aware of it. Ramvilasji was in opposition previously. He experienced our woes and while presenting the Railway budget it was revealed and thus he presented a balanced Railway budget. He knows that suppose the Government falls after some time then he would have to oppose the policies of the Government on Railways. But, Sir, you was in ruling party previously and now you have changed your party and your party has given support to the United Front. Therefore, you should give up this tendency of issuing ordinances. You should explain the reasons for its promulgation. I would also like to know about the experiences gained by the Government after its promulgation on 20th September, 1995. Sir, I would like to say that former Speaker of Lok Sabha had constituted various Standing Committees. Committee on Finance is one of them. It would be better if this Bill is sent to that standing committee to scrutinise all the aspects and shortcomings and then the Bill is brought in a comprehensive shape instead of passing it in hurry. Once again I oppose this ordinance. But at the same time I on behalf of my party appreciate the step for bringing forward this ordinance in the form of a Bill. So, I would like to request the hon. Minister to

refer the Bill to the concerned Standing Committee without making it a prestige issue and to give up the tendency of promulgating the ordinances. With these words while thanking you I conclude.

[English]

THE MINISTER OF FINANCE AND MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM) : Sir, I beg to move :

"That the Bill to provide for regulation of depositories in securities and for matters connected therewith or incidental thereto, be taken into consideration."

At present the settlement and transfer of securities in the capital market necessitates physical movement of certificates which causes considerable hardship to the investor in terms of delay in transfer and settlement, loss, forgery and mutilation of share certificates during the process of transfer. In order to eliminate these disadvantages of the present system, the Depositories Ordinance was promulgated on September 20, 1995. The Ordinance provides a legal framework for establishment of Depositories to enable record as well as transfer ownership of securities through a book-entry form. The Depositories Bill, 1995 in replacement of the Ordinance was passed by the 10th Lok Sabha in the winter session of 1995. The Bill, however, could not be taken up for consideration by Rajya Sabha. The Depositories Ordinance was, therefore, re-promulgated on June 21, 1996 as Depositories Ordinance, 1996 (No. 28 of 1996). The Ordinance is now proposed to be replaced by the Depositories Bill, 1996.

Securities transactions are efficiently managed when trading, settlement and delivery times for completing such transactions are minimised. This calls for elimination of, either wholly or substantially, a paper based system of recording ownership of securities. Establishment of Depositories will reduce the time taken to complete a transaction cycle and eliminate several aberrations which characterise a paper based trading system.

The salient features of the Bill are as follows :-

- (i) It provides a legal framework for establishment of one or more depositories. The depository would maintain ownership records of securities and effect changes in ownership through book entry.
- (ii) Investors opting to join the depository system will be required to be registered with a participant who will be an agent for the depository. The participants could be financial institutions, scheduled banks, State Financial Corporations, custodians, brokerage firms, etc.

- (iii) The depositories will be recorded as registered owners on the books of the company on behalf of investors opting for the depository mode. The depository would, in turn, in their records enter the names of investors as beneficial owners. All economic and voting rights will vest with the beneficial owner.
- (iv) Securities in the depositories mode will be dematerialised. However, the investor has the option to choose between holding securities as at present in physical form or hold in a dematerialised form within the depository. Issuers of securities will give investors the choice either to receive physical securities or to join the depository mode. At any time, the investors will have the option to enter or exit from the depository.
- (v) Securities in the depository mode will be fungible meaning thereby, that they will cease to have distinctive numbers. Even though the Bill provides for free transferability of securities, the company retains the right to appeal before the Company Law Board for transfers in violation of any provisions of SEBI Act or its regulations or the Sick Industrial Companies (Special Provisions) Act, 1985.
- (vi) Ownership changes in the depository system will be made automatically on the basis of delivery versus payment. There will be a regular mandatory flow of information about details of ownership by the depository to the company concerned.
- (vii) The Bill proposes to make consequential changes in the Companies Act, Income Tax Act, Securities Contracts (Regulation) Act, SEBI Act, Benami Transactions (Prohibition) Act, Indian Stamp Act etc. In respect of the Indian Stamp Act in particular, the changes are intended to exempt all transactions within a depository mode from payment of stamp duty.
- (viii) Detailed regulations have been notified by SEBI to operationalise depositories. Depositories will have to be registered with SEBI who would also issue a certificate of commencement.

It is proposed that the depository arrangement will be implemented in phases so that there is an orderly switch over from the existing system. It is felt that the new system will considerably enhance the efficiency of the capital market and benefit the investors by making the settlement and transfer of securities quicker, more accurate and safer. Depository will help and would greatly enhance the liquidity of capital market through short trading and settlement cycles. Depository was a

much needed reform in the capital market which the Bill seeks to facilitate.

Sir, I may add, after listening to hon. Member, that while his point that Bills of this nature should be referred to a Standing Committee is well taken, I think much water has flowed under the bridge since the Ordinance was originally made on 20th September, 1995. I would also urge the hon. Member to recall that this Bill was debated and passed in this House on 6th December, 1995. Since it could not be passed in the Rajya Sabha before this House was dissolved, we had to reintroduce the Bill. Sir, various Acts have already been amended. These amended provisions have already come into force. I would most humbly submit for hon. Member's kind consideration that it is perhaps too late in the day now to go through the process of a Standing Committee. We can debate it here.

It is a mechanism which is available in most advanced capital markets. We would like our capital market to become efficient, to be investor friendly and to protect the interest of investors. Depository is a mechanism which will facilitate quicker settlements and paperless trading. The investor has the option to either take his security in a physical form or become a member of the depository. Initially, I suspect that a number of investors will not be quite convinced about the efficiency of the depository system and will continue to insist that their securities be given to them in a physical form. But as the idea catches on, as more and more investors switch over to the depository mode, I believe that this will introduce a degree of efficiency in the capital market which will facilitate investors and protect investors to a much greater degree.

SEBI is an autonomous body and regulations have been made. If there is any deficiency or inadequacy that we discover in the working of the depositories, we can always come back and fill that gap. I think, it is time now to make a beginning. It would not be appropriate at this stage to interrupt the process which started on 20th September, 1995. Therefore, I most humbly urge upon the hon. Member to withdraw his Resolution of disapproving this Ordinance and to cooperate with me and the Government in passing this Bill.

A number of Members did make suggestions last time and each one of these suggestions has been carefully examined. These suggestions will be taken care of when we frame subordinate legislation. But I think the structure of the Bill is sound. It recognises the principle of free transferability of shares and retains to the company the right to appeal to the Company Law Board against a transfer which would be not in the interest of the company. It is investor friendly. It will enhance the efficiency of the capital market. It will usher in paperless trading which is a goal to which all capital markets must aspire and do aspire.

Sir, I would most humbly urge upon the hon. Member to withdraw his Motion of disapproval and cooperate with the Government in passing this Bill. It was passed, as I said, on 6th December, 1995 in the House.

MR. DEPUTY SPEAKER : Motion moved :

"That this House disapproves of the Depositories (Third) Ordinance, 1996 (No.28 of 1996) promulgated by the President on 21 June, 1996."

"That the Bill to provide for regulation of depositories in securities and for matters connected therewith or incidental thereto, be taken into consideration."

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Deputy Speaker, Sir, just now the hon. Minister has presented the viewpoint of the Government on this Depository Bill. In this regard, as has also been mentioned by my predecessor speaker, I would like to say that this Ordinance has been promulgated in haste at a time when session of the Parliament was just to commence. This Government used to condemn the tendency of previous Government time and again and blamed it for not following the rules and conventions of democratic system and ignoring the Parliament for its practice of getting the ordinances promulgated by the hon'ble President just before commencement of the session. Now the Finance Minister, who was in that Government earlier has brought this Bill through an Ordinance. Is it proper?

Sir, through you, I would like to say that this is a new Government, Standing Committees are likely to be constituted. This Depository Bill should be referred to the Departmentally related Standing Committee on Finance so that new Members of the Standing Committee would be able to consider it after having discussion and express their views on it on its all aspects in detail. It would be better if the new Members of the Committee express their views on the financing situation and changes taken place in the Capital market of the country in respect of transactions of shares after the securities scam. These Standing Committees consist of the Members of all the political parties having different ideologies and as such they can give a common thought on this.

It would have been better if the bill had been brought after getting consent of each other. It is a Government of United Front and it claims to implement the Minimum Common Programme and therefore it would have been better if it would have brought it collectively in national interest.

Sir, now through you, I would like to know the reasons for bringing it in haste when Standing Committees are likely to be constituted. I would like to say that his practice of introducing Bills through ordinances is very wrong. If you are going to constitute the Standing Committees, would they be constituted only for discussing the budget? What will these do after session when the Bill and Budget will be passed. Then what is the justification to constitute these committees.

What would be the concept of these committees: Whether the Government propose to bring amendments in this Bill?

Sir, Hon. Finance Minister has mentioned that it is a comprehensive Bill and aims at protecting the interests of share holder and investors. If it is the real intention of the government then why the Members are being deprived of the right, the basic of democratic system, to discuss it in detail. Therefore through you, I would like to say to the hon. Minister that the way of introducing the Bill is not proper. You should have wait for some days and bring it during the gap period of the session. Though this Bill was to be brought in 1993 but you have brought it after 2 years in 1995. It could not be passed during that period and you have now brought it without any specific changes, and that after a delay of one year. It is almost same. In this way three years have been passed. It would be better if you wait for one or two months more and then bring it during the gap period of the Session so that new Members of committees would also have an opportunity to ponder over it.

Sir, the basis of democratic system is "Vada Vade jayate tatvabodha", which means that reality of a matter is known through a debate. It would be better if you bring it after having a comprehensive discussion on various clauses which provides punishment and other provisions and then it would be passed unanimously. Since the introduction of economic liberalisation and after the securities scam the conditions of share holders and investors have become like a burnt child dreads the fire. J.P.C was constituted. Some Hon'ble members who are today in the Ruling Party, were the members of J.P.C. After an effort of 18 months that committee examined and scrutinized the bank scam involving Rs. 6 thousand crores. And it was also mentioned therein that the people belonging to middle class and low income group, who had invested their hard earned money in the banks, Mutual Funds, shares or elsewhere, were the victims of large scale fraud. There are several other scamsters like Harshad Mehta whom I do not want to name. They entered this field and without investing any money of their own, gave rise to such a big scam by defrauding the people of their hard earned money. Even the J.P.C. could not trace the beneficiaries of this scam. What has been done to compensate the investors?

The need of introduction of this Depositories Bill arose because the share holders did not know about the security. Everything was being done unwritten. All the securities continued to be transferred. Thereafter, the J.P.C. recommended to bring a Depositories Bill to plug all loopholes to remove various irregularities prevalent in the share market or the capital market, regarding shares, security scam, disposal of or payment of securities. After 2-3 years of this recommendation, you brought a Bill in 1995, which could not be passed then. Today, you have again introduced this Bill.

Sir, through you, I would certainly like to say one thing. A new Government has come to power. As regards the security scam investigated into by the J.P.C. the Government should atleast try to find out those people in the then Government under whose patronage such a huge scandal had been flourishing continuously. Who were the actual beneficiaries in this scam involving crores of rupees. It may also be disclosed as to how much money has been realised from Harshad Mehta and others. You filed several cases against them. Arrests were also made, but they are out on bail. Has the money been recovered and deposited in Government's coffers? How have the affected people who had invested their money in the shares been compensated for the loss suffered by them. It would be better if you would throw some light on this.

Sir, on the whole, we support the Depositories Bill because, at least the investor would in a way be assured. A middle class investor would want to invest in the share market or the capital market only when he feels assured. Regarding bad delivery which was taking place on a large scale earlier, the J.P.C. had made recommendations and subsequently this Bill was introduced to bring about regularity in share business. I have two-three doubts in this regard. It would be better if the hon. Finance Minister is able to remove my doubts in his reply. Have you made an assessment of all share markets during the last three years after setting up of SEBI? Have the fluctuations been also analysed thoroughly? Have you found any suitable remedy? Although you have provided for punishment etc. in the Depositories Bill yet this is very mild and there are many loopholes in it. Due to bringing this Bill in haste, the new Government could not consider it in its entirety. It would have been better if a talented person like Shri Chidambaram had brought about some more changes and given it more teeth so as to make it more effective. Fluctuations in the shares are reported in the newspapers. When the change of the Government was taking place there were wide fluctuations in the shares. Sometimes there is uncertainty in share market. You were speaking about economic liberalisation ...*(Interruptions)*

SHRI KALPNATH RAI (Ghosi) : I want to make a submission. Can you tell us how many thousand crores of rupees were involved in the security scam and as per the Expert Committee report?

PROF. RASA SINGH RAWAT : This is what I want to know. As per my knowledge six thousand crores of rupees were involved in the security scam. It might have reached Rs. 12-13 thousand crores by adding further investment etc. to it. The Government should at least reveal the correct figure in this regard, so that the nation would know of the factual position. Tall claims are being made about the achievements of economic liberalisation. But brokers like Harshad Mehta flourished in this economic liberalisation. Is there any remedy?

As I have said the intention behind the Depositories Bill is somewhat good. The small investor wants security. And perhaps a provision in this regard has been made in this Bill. The country needs capital for development. Industry and trade in the country would get proper impetus when there is more capital investment. This will also help in making capital market more strong.

I have two-three reservations. Who will be the authority to give the right to open a depository. In this regard, I would like that a Committee comprising of the officials of the S.E.B.I. Reserve Bank of India, Finance Department of the Government of India or the persons engaged in the share business and brokerage who are genuine reliable and professionals, be set up and it would decide as to who should be given the power to open the depository. The Bill is silent on the count.

Secondly, who should be given the depository. Both the things are uncertain. It is also very essential to decide as to what should be the eligibility. Else, this business would go into wrong hands. We all know very well that what would happen if a razor is given in the hands of a monkey.*(Interruptions)*. Provisions should be made to assess the financial capacity of the person or the company to whom the depository would be given. It should be ensured if it is a Public Limited Company or not. If the depository is given to a Public Limited Company its capital base should be assessed which should at least be Rs. 100 crore. If the right to open a depository is given to a person who has attained success overnight, then such people will take the money of the depositors and vanish. As we frequently read in the newspapers of Mutual Fund Company vanishing after mobilising deposits worth lakhs, or of private banks vanishing overnight with the deposits of hundreds of depositors. I was saying, through you, that the capital base should atleast be Rs. 100 crore. But, it would be better if it is a Public Limited Company. There should not be people like Chandraswamy. The people of high level integrity should be involved in it. In Urea Scandal what is the credibility of the Karson Company? We had signed a contract with a Turkish Company for the supply of Urea. But no one knows where the money vanished. Therefore such lapses should not recur and the company should have high level integrity. It should have transparency and sound capital base. Such Public Limited Company should only be given depository. I hope the honourable Finance Minister would keep this in mind.

My third doubt is that who would audit the depository? Has a provision for such an audit been made in this Bill? The reason for the fraud in Banks and vanishing of the Mutual Fund Companies is that in the internal audit both sides keep the shortcomings of the other under wrap. The fraud involving crores of rupees in the State Bank of India, Punjab National Bank and the United Commercial Bank, took place due to this reason. Audit should be done by a competent authority, such as Comptroller and Auditor General of India or

any branch of CAG enjoying full powers. The correct picture regarding their accounts shares, investments, transactions and the Payment of the deals should be revealed every year. This audit should be conducted regularly. It is observed that an audit is done once a year, and when the document come, the auditors sign it after writing 'checked and found correct' in the end. But this reveals nothing. There should be regularity in it, so that the Government is aware of the factual position.

The word 'concurrent' in English means regularity,

[English]

That should be concurrent. I understand that Shri P. Chidambaram has understood.

[Translation]

My fourth point in this regard is that if there is any irregularity or fraud in the Depository, as has been happening before, presentation of this Bill although this bill has been brought now, I am mentioning about the scams which used to take place in banks and capital market earlier. If there is any irregularity or fraud in Depository who will bear the losses?

[English]

Who will bear the burden?

[Translation]

The depositor or the depositing Company? It is very important point someone should be made responsible for it. The details about the investor, the depositing company and further investment etc. should be clearly mentioned in the rules, otherwise they will shift their responsibilities on each other on one excuse or the other. As a result of it, both the parties will blame each other and such a situation would arise where no one would be accountable for it. Therefore, it is essential to mention in the rules as to who will bear the responsibility in case of any embezzlement, scam, bungling, mismanagement or misappropriation of funds.

My another point is also on what rates these depositories would function. Have you fixed the criteria or services charges in this regard? Further, has any rate schedule or standardisation been decided upon? This Depositories Bill does not contain any such information. Either its language is ambiguous or some technical financial words have been used in it which are beyond our comprehension.

The middle class and other people engaged in small business would like to make investment in it. Therefore, it is essential to standardize the rate schedule and service charges. In the absence of it, the competition among various companies would start and thus they would try to attract more and more investor by indulging in irregularities. Therefore, standardization

of rate schedule and fixation of service charges must be decided upon.

The functioning of the Depository should be transparent. If any investor wants to know about his deposits, number of shares or the amount of investment made by him, the dealing clerks should not make him run to many persons. Computers should be used for bringing transparency in its functioning. This facility is already available in Stock Exchanges and the SEBI. It would be better if the investor could get complete information on one visit.

With these words, I welcome the Bill presented by the hon. Minister. I hope this Bill check recurrence of any further scam. This Bill would help bringing in more funds in the capital market in the wake of economic liberalisation and investment of securities in development works in the country. Mr. Deputy Speaker, Sir, through you, I request the hon. Minister to clarify the shortcomings raised above, in his reply.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Is there no other Speaker?...*(Interruptions)* You were not there. Let me speak for your convenience.

Mr. Deputy-Speaker, Sir, this is perhaps for the third time that I am speaking on this Bill. But, in the meantime, perhaps certain points may once again be noted and some new points may also be stated. He has made a reference to the authority. He put the question: who will be the authority to start this? But that is mentioned under Chapter-II: Certificate of Commencement of Business. It is the SEBI which will give the certificate. Clause 3(1) under Chapter-II says:

"No depository shall act as a depository unless it obtains a certificate of commencement of business from the Board."

Here, "Board" means the SEBI. So, that has been mentioned.

Now, my feeling is that one must remember the idea behind this. The whole idea of this depository, which is an additional convenience in the share market, arose out of our desire to attract foreign capital. It is those foreign institutional investors who are feeling that the physical transfer of certificate is taking a good deal of time etc. and, therefore, they insist that in a dematerialised form the transfer should be effected.

Our inclination is that we want foreign capital into the country but less in share markets and more in direct investments. But then this is a convenience whose advantage even the Indians who deal in share markets may take advantage of. But I want to know about certain things. I do not know whether a part of them would be in the regulations and rules.

But a part of them could have been incorporated in the Bill itself. We suggested some amendments. I was trying to find out my earlier copy where I had suggested

about those amendments. But I could not discover them. Let me make a few suggestions here. We have this experience in India in the sense that the Reserve Bank of India has a system in the form of SGL, a book transfer for Government securities as between different banks. That experience, during the period of scam, was very unpleasant. We discovered that fake entries have been made and brokers took advantage of all kinds of ways in order to utilise that SGL. Some of the people working there perhaps have been removed from the Reserve Bank of India by now.

This is slightly irrelevant but since he made a mention of this, I am tempted to mention one thing about the share *ghotala* or share scam. According to the report that we made, Rs. 1400000 crore was transacted in the course of one year in the share market. You must try to appreciate the figure. And on the basis of income-tax calculation, with the seven per cent return on turn-over, the income would be around Rs. 1,00,000 crore. I am mentioning this to draw the attention of the Finance Minister so that when he presents the Budget proposal, he should try to find out how this Rs. 1,00,000 crore can be taxed so that the resources can be increased. This way, expenditure for the poor would also increase. I just mentioned this because you referred to it.

The real significance of this is not Rs. 6,000 crore or Rs. 7,000 crore which was lost in the banking scam. That is a loss. But the gain was Rs. 1,00,000 crore to some people. Who are they? Why have those people not been traced? And those people are the large players. Had those people been traced out, then a sum of Rs. 40,000 crore in terms of rates of taxation could have been garnered by the Budget which means, almost the entire fiscal deposit could have been wiped out. I draw your attention to this so that when you come to the Budget proposals, we shall see to what extent you have approached that problem.

Coming to the Bill proper, there is a question, very properly - I do not know whether they will provide it in the regulation - about the capital adequacy norm for the depositor. What is the capital adequacy norm for the depositors? It may be provided in the regulation.

SHRI P. CHIDAMBARAM : It is Rs. 100 crore.

SHRI NIRMAL KANTI CHATTERJEE : But that is not mentioned. That should be there. One thing is, the most dangerous people are the participants. They are the brokers. The name given here is a dignified one. But they are the brokers. It is a device in the sense that if any buyer of a share decides that he will have it in the form of a record in the register, then the issue of those who are coming, will be registered. The real player would be, in a certain sense, the participants. One should stipulate some qualifications for the participants also in the regulation.

As I mentioned it last time, I would like to say, when you talk of record, it includes record maintained

in the form of books or stored in a computer or such other form as may be determined by regulation. My humble suggestion is that it should be both in the computerised form and in the manual form because you can always play with the computers as we discovered while investigating into the affairs of bank scandal. The Citibank had played havoc with its computers. It can be very well done. Therefore, instead of 'or', I want 'and'. The record should be in the form of both manual and in computerised form.

Last time we discussed it. Are we not aware of this problem of switching of shares and duplicate shares? Whether or not adequate safeguards are included. Whether it is possible to include them in the Act, or Regulations will do - that the Finance Minister may kindly clarify.

This is such an area — I do not know, how these amendments can be accepted. He referred to the Standing Committee. In fact, one Standing Committee did consider it. I was also a Member of that Standing Committee. After that, it was stalled in the Rajya Sabha. I do not know, whether they are going to stall it once again, because the objection there at that time was that 'this serves only the foreign institution investors. Therefore, we are not going to pass it'. Maybe, now the mood has changed to pass it.

Sir, I would draw his attention on page 3, clause 12(1) of 'The Depositories Bill, 1996.

Why with the previous approval of the depository, if somebody has to hypothecate? Why is this 'previous approval' required? Sir, I will read this clause. It says :

" 12. (1) Subject to such regulations and bye-laws, as may be made in this behalf, a beneficial owner may with the previous approval of the depository create a pledge or hypothecation in respect of a security owned by him through a depository."

Here unnecessary it is giving the depository people some scope to pressurize on the person. That should be looked into, whether it can be modified or not.

Now, I come to clause 20 on page 4 of the Bill. I will simply turn it down as a lawyer because this is normally provided for. The penalty is 'five years, or with fine'.

I am totally against that, because these people who are very rich and sometimes very unscrupulous, for them the penalty should always be a combination of a jail term and fine or in any case there has to be a jail term, even if without fine. Such people should be treated with this kind of a stick and not in a soft manner to permit them to go with fine only.

I will substitute 'or' with 'and'. That is for him to respond to.



Also, I do not see any provision as is usually provided in other Bills. What is the procedure of winding up? Supposing, a depository has played unfair here and you want to wind it up, for this, some provision should be there. I do not see any provision mentioned here. Maybe in the Companies Act it is there. I do not know. That you have to clarify.

Now, I come to page 8, para 7 of the Part II of 'The Schedule' That is associated changes in other Acts. This is also quite unfair.

Para 7 says .

'7. In section 108, after sub-section (2), the following sub-section shall be inserted, namely :

"(3) Nothing contained in this section shall apply to transfer of security effected by the transferor and the transferee both of whom are entered as beneficial owners in the records of a depository."

My question is, is anyone bound by one depository only? What is the relationship between two depositories? That question is wide open. That is the loophole which seems to be there, and we have to handle it.

Lastly, Sir, agreeing to Mr. Rawat's demand I would say this is an old demand of ours and because we are in the United Front, therefore, we have not given up that demand. We wanted even for the banks, in our joint reports, that there should be statutory audit by the CAG or people recommended by the CAG of the banking sector. Similarly that demand remains. He may turn it down. But that has been a demand which we are always having, we reiterate that demand.

I do not know how he would react to some of my suggestions. But as a convenience this should be there and therefore this Bill should get passed as quickly as possible. There is no objection to this provided these are taken care of by the hon. Finance Minister.

Before I conclude I would like to clarify that one of the reasons why we suggested CAG is that with regard to the inter-bank audit we know that unreconciled account runs into hundreds of thousands of crores of rupees. That was one of the arguments in favour of the centralised audit. This will happen in the case of depositories also. Therefore such a centralised audit arrangement should have been provided for. I agree with Shri Rawat in this respect.

SHRI SURESH PRABHU (Rajapur) : Mr. Deputy Speaker, one of the objectives which has not been stated but which has been demanded by many when introducing a Bill like this is to bring about the corporate democracy in some form. But we are sorry that the Bill itself has been introduced not in a democratic fashion, but it has come now to replace an ordinance which was issued earlier.

We really welcome the merit of the Bill because it is in the long term interest of development markets. In

fact the Patel Committee which went into the question of reforms of capital markets had also recommended that a measure like this should be initiated. In fact our hon. Finance Minister is lucky and fortunate that while he has been a forerunner of demanding that such a measure should be introduced in the capital market, he is the one who has been piloting this Bill. We certainly welcome a system like this. But we would have liked it to be a part of the overall investor protection mechanism. We would have liked this Bill to be introduced as a package and not in a piecemeal form as it has been introduced now.

15.57 hrs.

(Shri Chitta Basu in the Chair)

The small investors have been facing a real problem in that a share is transferred after six months and they do not know where to go in case they want to make a complaint against a company or the Share Registrars who are supposed to transfer the shares. The FII has been demanding that paperless trading and scripless trading should take place in the shortest possible time to facilitate transfer of funds which they bring into the country. Of course we need more FDI. But we do not and probably should not at this particular point of time discourage the portfolio investment either. This investment protection should have come in the form of Small Investor Protection Bill and I will request the hon. Finance Minister to introduce it in the shortest possible time.

The Bill proposes a dual system. It is not mandatory on the part of the investor to necessarily opt for it. It is a voluntary action that he can initiate and there is not going to be a compulsory depository system to be introduced in the country. I think if we were really to propose avoiding of the repetition of a scam like thing, then it is high time we had introduced it as a compulsory measure in the shortest possible time, so that duality of the system does not exist in the long time to come.

I think on 20th September 1995 this Bill was introduced and my learned friend had to speak three times on this. I hope he does not have to speak for the fourth time. I am sure Shri Chidambaram must have taken care to see that this Bill will now be passed in the Rajya Sabha once it is first passed in the Lok Sabha.

While reserving our right of criticism, as I said earlier that this should have been introduced in another form and not as a replacement of the ordinance, I would like to comment on some points which have been mentioned here. How are you going to ensure that a depository is going to act? You have already stipulated that there is an entry barrier for a depository to start a business. The entry barrier is Rs. 100 crore. But there is nothing like capital adequacy though there is a minimum capital

requirement. If the business of the company grows and it becomes Rs. 10,000 crore, is it going to be linked to the quantum of business and is he required to increase his capital correspondingly?

16.00 hrs.

For instance, in the case of banks, as per the Basu Committee norms, eight percent of the capital increase is required to be related to the increase in assets. It is going to be something like this? Is it going to be stipulated or is it only an entry barrier that is stipulated in the form of Rs. 100 crore?

The second point is this. We have a spate of investors throughout the width and breadth of the country. From the smallest villages of Gujarat, people really put in their hard earned money. Is a depository going to be operating as a national depository or is he going to operate from a place like Mumbai which is the financial centre of the country and thus debar many of the small investors from participating in that venture? Is it going to be only a metro-based depository or are we going to make it mandatory for all depositories to have some regional offices so that the small investors could also have access to the depositories in the event of need. What is going to be the in-built protection? That is very important. We can always have an audit, but audit is always 'post-facto'. It can only tell us what has gone wrong and why it has gone wrong. Prevention is better than cure. So, having an in-built system to prevent a fraud or any sort of hoodwinking of the system is important. What kind of protection is going to be provided? In the case of the banking sector, there was a Rangarajan Committee, which went into the question of computerisation of the banks even before the banks actually went in for computerisation.

Is it going to be available to the depositories as a form of advisory mechanism, which will ensure that the system is not hoodwinked or manipulated? What form of certificate is to be issued? There is no mention about that. If a person who opts to go to a depository says, 'My shares would only be with the depository', is he entitled to have a certificate? What is the periodicity and is it mandatory for the depository to issue such a certificate only to the shareholder? Or, is it that some other person could also obtain such a certificate? This is something which is not mentioned very clearly in the Bill.

In the case of the prevailing system now, would the companies who maintain the transfer of shares undertake the responsibility for...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE : Are you referring to the certificate of the information, perhaps, can be obtained by anybody. ...*(Interruptions)*

SHRI SURESH PRABHU : Is it really going to be available to anybody or somebody? It is a question of my share transfer...*(Interruptions)* Rather, let us not make a mention of it at all.

Right now, under the present system, the cost of transfer of shares, etc. is met by the company itself. Though there are share registrars, it is not really passed on to the shareholders. What is the disposal contemplated under the new system? It is not mentioned here. Would the depositories be entitled to charge the shareholders or not is something which needs to be properly mentioned.

SEBI is going to be the regulator of this one more body, which is going to be created. When SEBI was founded, we all thought that the problems of the investors were over. But SEBI, in its own report, has said that it was not possible to look after the investors' interests because there was no adequate provision in the law which allowed it to do that. It also does not have enough machinery. The same SEBI is also going to be burdened with the additional responsibility of looking after this function. Would the Finance Minister clarify whether SEBI would be really equipped to handle such additional responsibilities with the present staff, that is available at its disposal?

There is also a provision which should allow a shareholder to go to the depository and say 'I would not like to continue with you and I would like to opt out of it'. Some such provision is desirable because ultimately our idea is to move towards complete scripless trading in India and giving an opportunity like this to an investor also means that there is going to be a dual system which is going to exist for a long time to come.

I am glad that one provision has given exemption from the Stamp Duties Act so that these transactions would not attract stamp duties. This is a provision of the Central Government. If the State Governments like to impose stamp duty on such transactions, firstly, would it debar the State Governments from doing so? And if so, would the Central Government take the responsibility to make good the losses accruing to the State Governments? This is something, on which I would like to seek a clarification from the hon. Finance Minister.

Sir, would the information available to the notified depositories be treated as a public document as is defined under the Companies Act? This needs to be clarified. This Rs 100 crore minimum capital as is stipulated by the SEBI guidelines is not in the body of the Act itself. I would request that it should be made part of the statutory provision which requires that a depository, when he starts, would have minimum capital of Rs.100 crore.

Another question is in this Rs.100 crores. Are we going to allow any foreign participation? If so, to what extent? That may also be clarified by the hon. Finance Minister. In India, as of now, we really do not have a central depository system in existence. There is, of course, a SGL account which was managed by the Public Debt Office of the Reserve Bank of India. That was manually done. In fact that was one of the causes, one of the reasons for the security scam. I am sure, we cannot really go in for a situation like that and we need

to really define and find out who is going to bring in the technical know-how that is necessary. If foreign investment is going to come in, are we going to insist probably on some technical know-how in that? Another point that needs to be clarified is who could start this business of depository...*(Interruptions)* Is it going to be made mandatory as to who could start the business? could the companies themselves start because the companies are always required to have a separate Registrar or if they want to or wish to could have their own department or share transfer? Is it going to be made mandatory that those companies, to avoid conflict of interest, that depositories are going to be a separate body and what is going to be the pattern of share holding to ensure that this acts as a neutral body? This is something which also probably needs to be clarified.

Sir, the National Stock Exchange when it was started had the in-built system that they could also start their own depositories. Are we contemplating making NSE one of the depositories or a central depository sort of mechanism? Probably the Hon. Finance Minister could inform us by way of information. We have been always hearing and we have also been worried about various complaints we receive from various investors pertaining to a variety of offences that are committed against the small investors. Through your good offices, could I request the Finance Minister to introduce something like the investor protection courts in which all investors related complaints, including complaints against the depositories could be introduced and could be heard and probably these courts could act in various places and could facilitate easier disposal of the complaints.

Another point which I have not been able to comprehend is whether this is aimed at only equity or it is also aimed at market instruments and if so whether this is also going to be debt instruments because market instruments will be whole sale market instruments. Is it the debentures in case of some companies or is it only equity? Also, I hope, that the hon. Finance Minister would certainly clarify. Sir, as I said earlier, a measure like this will certainly help our country to bring more savings into capital markets but at the same time introduction of only piece-meal legislation of this nature will not ensure that investors would really have faith in the capital markets unless we introduce comprehensive capital market reforms as are contemplated by the various committees and this could be ideally the part of the legislation.

SHRI V.V. RAGHAVAN (Trichur) : Sir, there is an organised attempt by some NRIs and some dubious centres to capture well established and well managed banks who have very good network throughout India and to capture the management of the bank itself by dubious share transactions. I had an experience in my constituency recently. Currently, the well-managed Dhanalakshmi Bank of Trichur is running very profitably, they have created confidence in the population at large

and it is growing very fast. Seeing this growth, some dubious transactions of shares are taking place. The forces behind it are very much hidden. I myself have written to SEBI, requesting them to investigate and intervene immediately. The Bank itself directly has written to SEBI seeking their help. The Media at large have brought this to the notice of SEBI. It is unfortunate that SEBI is not quick to intervene in such cases, to safeguard the interests of the shareholders and the banks.

So, my request to our hon. Finance Minister would be to give some more powers to SEBI or to direct the Board to function quickly and effectively according to the urgency of the issue at hand time. When they get complaints and if they drag on for months together those who want to capture the banks will do that in their own way. So, to protect and to safeguard the interests of the shareholders and the interests of the well-knit and well-established private banks, the Finance Ministry and SEBI should act immediately when such wrong things come to their notice.

That is the only thing that I want to highlight. Thank you very much.

JUSTICE GUMAN MAL LODHA (Pali) : Hon. Chairman, Sir, first of all, let me express my deep sense of agony, displeasure and disapproval on the misuse of the power to promulgate Ordinances under the Constitution by the Treasury Benches.

In spite of various reprimands, various warnings and also censure by the Chair, the power of issuing an ordinance is being misused; and this is one of the typical examples of this. Heavens would not have fallen if this Ordinance had come in the normal course, as a legislation by means of a Bill. For several years, we have been dealing with securities and shares; and overnight, nothing had happened which warranted the issuance of this Ordinance.

Coming to the merits of this legislation, by and large, we stand to support it and there is nothing, on principle, which requires any opposition or any condemnation. However, a few words of caution and warning are necessary. We have seen a galore of scandals in our country, particularly in the security market and in the share market, the latest one is the issue of duplicate shares which has come out, which has attracted the attention of various investors to a large extent, by one of the very important companies in this country; and there is a failure of the Government either to check it or to stop it or to take any punitive or preventive action. Even recently, we have heard that the company itself is coming out with new disclosures regarding duplication. A big fraud and forgery, on the one hand, has resulted in the loss of crores and crores of rupees in the form of stamp duty by cheating the Government. There are various other maladies. That being so, where even share certificates and security certificates are being duplicated, now it is a big million

dollar question how in a country of ours, only paper entry of transfer would be without any such tainting or forgery or scandal.

Now that is a matter on which the hon. Finance Minister should clarify how it would be ensured that there are no frauds because this contemplates only paper entries. Even in the absence of the security certificate or share certificate, mere paper entries would be enough for making the transfers and keep the records. In the developed countries of the world, the experiment has succeeded. Probably we are trying to copy it from those countries without having an infrastructure, without having a sort of mechanism by which we can guarantee the clean administration of these Boards.

Therefore, I would only request the hon. Finance Minister to ensure that whatever experience we have got of the recent past, in which one after the other several frauds have been detected and several scandals have come to light and much more has not been detected, what is the guarantee and what steps is he going to take to prevent such frauds and scandals to save the investors because the poor investor is the worst sufferer. Those persons who deal with big companies are often above the law. They work above the law. They do not obey the law. They violate the laws in a flagrant disregard. They go on committing one offence after the other with immunity. The various boards and various corporations, various institutions provided to check them or punish them have, by and large, not been successful in stopping them from doing so. That is one aspect on which I want to record a caution. I hope the Finance Minister would take note of it.

Yet another aspect is regarding the stamp duty. It is a source of revenue to various Governments and how it would be compensated, in what manner, what is the other source of income and why the stamp duty is being sought to be saved. The investors, who deal in thousands and lakhs and crores of rupees can safely afford to pay the stamp duty. So, it would virtually be indirectly a tax on the consumer, on the common man, on the common citizen because the money, which goes to the Government Fund, is used for other purposes, would be saved to the detriment of the common people and to the benefit of the rich people. So, it cannot be said to be a poor man's or the people's legislation for benefiting the people. That is one aspect which the Finance Minister may clarify. He should ensure this compensation. With these words, I support this legislation.

SHRI P. CHIDAMBARAM : Sir, am deeply grateful to hon. Members for broadly supporting this legislation. This Bill was indeed passed in this House on the 6th of December after one of the hon. Members then, who moved the Statutory Resolution, was good enough to withdraw the Statutory Resolution of disapproval and they joined hands with the Government. I sincerely hope that hon. Members who moved the Resolution on this

occasion also would withdraw the Resolution and cooperate with the Government in passing the Bill.

Sir, a comment has been made about the need to resort to an Ordinance. It was explained on the last occasion as to why an Ordinance was necessary and the Ordinance was first promulgated on 20th September, 1995. I believe the explanation given by the then Minister to the Ordinance was accepted by the House and then the Bill was passed.

Today, Sir, to raise an objection to that Ordinance will create an enormous difficulty because the Ordinance has amended a large number of Acts. Those amendments are in place and in my opening remarks, I said that the Ordinance has already amended the Indian Stamp Act, the Companies Act, the Income Tax Act, the Securities Contract Regulation Act, the Benami Transactions Prohibition Act and the Securities and Exchange Board of India Act. All these Acts have already been amended. In order to ensure that there is no hiatus and that there is continuity in the operation of this law providing for depositories, this Ordinance had to be promulgated from time to time and that is how, we have an Ordinance today which was promulgated on the 21st June, 1996. I most humbly urge the hon. Members, having accepted the explanation as to why the Ordinance was first promulgated on the 20th September, 1995 and having cooperated in passing the Bill on the 6th December, 1995 they should accept that the same grounds were present on the 21st June, 1996 for making this Ordinance and therefore, I would request that this point may not be pressed and we move to consider the Bill on its merits.

Sir, a large number of questions have been raised and I understand why these questions are being raised. The Bill itself provides for a large number of matters to be regulated by regulations to be made by the Board, Board meaning the Securities and Exchange Board of India. I think I should have, at least to the hon. Members who spoke on the Bill, given copies of the regulations and if once the Bill is read with the regulations already made by SEBI, then matters will be clear.

Let me take a few minutes to explain the structure of the Bill read with the regulations. Firstly, the regulatory authority is the Board, and that Board is SEBI; SEBI has made regulations and those regulations are in force. Secondly, a depository is only a company. A depository is no more than a company. Members may kindly see Section 2(1)(e) which says:

"(e) 'depository' means a company formed and registered under the Companies Act, 1956 and which has been granted a certificate of registration under sub-section (1A) of section 12 of the Securities and Exchange Board of India Act, 1992."

This takes us directly to the SEBI Act of 1992 and Section 12 of that Act provides for a large number of

players registering themselves with SEBI and sub-section 1(a) provides that :

"No depository, participant, etc. shall buy or sell or deal in securities except under and in accordance with the conditions of a certificate of registration obtained from the Board in accordance with the regulations made under this Act."

Having defined what a depository is and having required a depository to obtain a certificate of registration of the Board. The regulations go on to make detailed provisions of who will be eligible to register as a depository and what are the conditions and criteria. I will not read all the regulations. But I only wish to draw the attention of this hon. House to the fact that there are regulations made for receiving an application. The application can be made by a sponsor. Anyone cannot be a sponsor. A sponsor shall belong to one of the categories.

They are : (i) a public financial institution ; (ii) a bank, for the time being in the second Schedule to the Reserve Bank; (iii) a foreign bank operating in India with the approval of Reserve Bank; (iv) a recognised stock exchange. (v) a body corporate engaged in providing financial services where not less than 75 percent of the equity capital is held by one of the four institutions about which I mentioned earlier; (v) a body corporate constituted and recognised under the law for the time being in force in a foreign country for providing custodial clearing or settlement services in the security market and approved by the Central Government; (vi) and an institution engaged in providing financial services established outside India and approved by the Central Government. So, the categories of a sponsor are rather restricted. At every stage it has to have the approval of the Reserve Bank or the Central Government. Such a body can sponsor an application

Then regulation 7 lays down very detailed conditions about the capital structure and other conditions which the sponsor would have to satisfy for grant of Registration. For example, regulation 7(c) says,

"a Depository shall not carry on any activity other than that of a Depository"

Then regulation 7(d) says,

"A sponsor shall at all times hold at least 51 per cent of the equity capital of the Depository and the balance of the equity shall be held by its participants".

Regulation 7(e) says,

"no participant shall at any time hold more than five per cent of the equity".

So, I think, detailed provisions have been made to ensure that all the sundry cannot become a sponsor of a company which will become a Depository and only certain categories of financial institutions with a good

track record can sponsor a company which will eventually seek registration as a Depository.

SHRI NIRMAL KANTI CHATTERJEE : Can a foreign bank as a sponsor hold 51 per cent equity in a Depository?

SHRI P. CHIDAMBARAM : A foreign bank operating in India with the approval of the Reserve Bank of India, if it is accepted as a sponsor, can hold 51 per cent equity in a Depository.

SHRI NIRMAL KANTI CHATTERJEE : This I did not know. This is a very serious matter.

SHRI P. CHIDAMBARAM : It is already approved. Foreign banks are operating...

SHRI NIRMAL KANTI CHATTERJEE : I know that foreign banks are operating in the stock market but a Depository which will be owned entirely by a foreign bank is a different question altogether

SHRI P. CHIDAMBARAM : It is entirely for the investor to either hold a security in a dematerialised form or hold it in a physical form. It is also for the investor to say whether he would like to hold it in Depository A or in Depository B. It is not that there will be only one Depository in the country. There would be more than one Depository in the country. If a foreign bank becomes a sponsor of a Depository holding 51 per cent and satisfies all these conditions and takes a certain number of participants and if SEBI, after going through the procedure, finds it fit to give it a certificate for commencement of business, I think, there should be no bar for such a Depository to come into place. But please remember, after this Ordinance of 20th September 1995, we have only cleared one Depository and that is sponsored by the National Stock Exchange. It is not very easy to become a Depository. It is not as though there are hundreds of Depositories in this country. There would, perhaps, be a few players. It is good to have competition amongst Depositories in order to have transparency and increase efficiency. It would give the investor an option of being in a Depository or not, if he wishes to be in the Depository, then he could choose from amongst the Depositories A, B and so on

Sir, I could go on referring to these regulations but the point I wish to make is, most of the questions raised by hon. Member, Shri Prabhu and hon. Member Shri Nirmal Kanti Chatterjee are provided for in the regulations. If the regulations turn out to be inadequate in any manner, if it is found that more regulations would have to be made, SEBI will always make these regulations. These regulations are only subordinate legislation and SEBI can always make these regulations. I think, we should allow this Depository Act to come into being and see how it works. After all everybody has agreed that it is a new mechanism that we are placing in the capital market today. We have virtually no experience of that in this country. There are

depositories in other parts of the world, and some of them, are doing extremely well. In fact, as Shri Chatterjee has mentioned, one of the reasons why foreign institution investors are reluctant to commit large sums of money in this country is, because of the enormous inconvenience of paper base trading. It is paperless trading which will give a fillip to our capital market. Every investor knows the enormous inconvenience of getting a share transferred. Tremendous inconvenience is involved even to transfer a unit of UTI. I think we should allow the depository to come into being. Let us see how the best depository works. If more Regulations have to be made, such regulations can be made at an appropriate time.

The point which Shri Chatterjee has made about hypothecation of pledge, is also dealt with in Regulation 58. He was asking as to why the investor should obtain previous approval of the Depository. I thought the answer is self-evident. The reason why previous approval has to be obtained is, the investor is only the beneficial owner. In a depository he does not own a scrip as such. What he will be pledging is the beneficial ownership in a security and a corresponding entry has to be made both by the participant through whom the investor acts and the depository. Therefore, it is necessary that he applies to the participant informing the participant to move the depository for the right to pledge or hypothecate his security. Regulation 58, Sub-Regulation 3 provides that as soon as intimation is received from the investor about the intended pledge or hypothecation, after examining the matter, the depository shall amend its records and immediately intimate the beneficial owner. Your point about fixing the time limit is well taken. I shall advise SEBI on that point and ask them to amend the Regulation to provide a time limit for intimating the beneficial owner.

Most of these matters which have been raised, have been taken care of in the Regulations. In fact, when hon. Members were seeking, I was going through the regulations to see if they are reflected in one manner or other. I have noted these suggestions carefully. Wherever these regulations have to be strengthened by making more regulations or amending the Regulations, I shall advise SEBI to do so.

Sir, as I understand this Bill and the Regulations, it is not necessary that the transferor and the transferee shall be members of the same depository. In fact, that may not arise at all. The Transferor, may be a member in a depository. A transferee could be a person who has a pre-existing interest in some other security in the depository. He could also be somebody who is not in the depository at all. When the beneficial ownership is transferred, the transferor ceases to have any interest in the depository and the transferee steps into his shoes. Therefore, in that sense the transferee will become a player in the depository. It is also possible that the transferor is in the one depository and the transferee has interest in another security in another depository.

When the security of one company is transferred, the transferee will necessarily become a player in Depository-A unless he wishes to withdraw-which is provided for in the Act as well as in the Regulations and transfer his interest to Depository-B. There will be, of course, some timelag in reconciling..

**SHRI NIRMAL KANTI CHATTERJEE** Is it provided that it is limited to one depository?

**SHRI P. CHIDAMBARAM** . No, it is not provided. That is why I am saying this. Assume, I am a transferor and my security is in Depository-A. Shri Chatterjee, say, does not own any security. He should not own a security, he is a good communist. If I transfer my interest to him, he will step into my shoes in that depository. It is quite possible that he may have another security in another depository and he may not like the depository in which my security is there. So, on transfer he will withdraw from Depository-A and register his interest in Depository-B. A very similar example is, if I issue a cheque on a bank and if Shri Chatterjee has an account in the same bank he will deposit that cheque in that bank, in which event my money will go from my account to his account. But if he does not have an account in that bank but in another bank, he will simply put his cheque in that bank and the interest will get transferred to that Bank. I think it works more or less, not exactly, on the same principle. I think I should not be taken literally. The comparison is to serve a point. The comparison is to serve a point. It works more or less like monies transferred by the drawer upon one Bank and the payee may have an account in an other Bank. I think Mr. Prabhu understands it better than I do.

Sir, the securities can both be equity instruments and debt instruments. Therefore, we should not look upon depositories as only dealing with shares. They can also deal with debt instruments.

Regarding the question of Stamp Duties, I thought the purpose of the whole exercise was to get rid of all those Stamp Duties and that kind of thing. I do not think you can ask for paperless trading and scrip-less trading and yet plead for Stamp Duty. Yes, of course, there will be some loss of revenue to the State Governments but, I for one, believe that even the original document on which we had to transfer shares should not suffer Stamp Duty. Those are not duties which are functional, those are dysfunctional duties. They create all kinds of problems, you know as well as I do. There are any number of cases where if the Stamp is not crossed the instrument itself becomes defective. So, I do not think Stamp Duty should be a reason why we should hold up something which would inject a great degree of efficiency into the capital market. I am sure the States will find other ways in which to raise revenues.

Sir, if the investor loses money, Clause 16 of the Depositories Bill requires the depository to indemnify the beneficial owner. These is also a provision for

insurance of the depository. I think, these provisions are adequate. If necessary, SEBI can also regulate to provide much stronger provisions.

Regarding capital adequacy, as I read the Bill, and the regulation the threshold limit is Rs.100 crores for the company which wishes to become a depository. But there are stiff requirements about the capital of each participant through whom the investor acts. Regulation 19(a), Clause (viii) reads thus :

"A stockbroker who has been granted the certificate of registration by the Board under sub-section 12 of section 12 of the Act provided that the stockbroker shall have a minimum net worth of Rs.50 lakh, and the aggregate value of the portfolio of securities of the beneficial owners held in dematerialised form in a depository through him shall not be more than 25 times the net worth of the stockbroker."

So, if he wishes to enlarge his portfolio, he would have to have a larger net worth, and the size of the portfolio is a multiple of 25 of the net worth. If he wants to enlarge his portfolio, he would have to provide more capital for his business.

Sir, I think most of these matters have been taken care of, but I take all the points in the spirit in which they have been made.

SHRI P.C. CHACKO (Mukundapuram) : Mr. Minister, may I interrupt to make a point.

SHRI P. CHIDAMBARAM : Yes.

SHRI P.C. CHACKO : You have said that since the promulgation of this Ordinance, only one depository has been registered in the whole country and that too is sponsored by the National Stock Exchange. I think the problem is the threshold level of Rs 100 crore. As you have said, the national financial institutions and recognised Banks only are permitted now. So, will the Government consider lowering the threshold level? Achieving the capital adequacy in a stroke is something which cannot be done even by the national financial institutions. That is why the competition that you were expecting is not coming forth.

SHRI P. CHIDAMBARAM : I am not so sure if that is the reason. We have, I think, given a certificate of commencement of business to one and that is sponsored by the National Stock Exchange. I do not think Rs.100 crore is the problem. I think, it is possible for the sponsors and participants together to raise Rs.100 crore. I think there are some other applications are pending. I cannot readily tell you the details, but some other applications are pending. I do not think that Rs.100 crore is a problem. If it does become a problem we can take a second look at it because, after all, we are now trying to put in place some mechanism which eventually will become virtually the bourse, the concourse in which millions of rupees of worth of shares and other securities

are traded. On any given day, you can have several thousand crores worth of shares transferred in an active capital market. That is not something which is either undesirable or unexpected.

Sir, I think it is important that a depository should start with a high capital base. After discussion Rs.100 crore was found to be an appropriate figure. I think there are some applications which are pending, although I cannot vouchsafe for that now. Let us see how it goes. If this becomes a hindrance, then we can take a look at it. But at the moment, I think we should keep a threshold of Rs.100 crore. It is the interest of investors which has to be protected and depositories must have adequate capital in order to do this kind of volume of business.

SHRI NIRMAL KANTI CHATTERJEE : So the new private banks must start with Rs 100 crore.

SHRI P. CHIDAMBARAM : Yes, new private banks are to start with Rs.100 crore. Mr. Chatterjee is right that new private banks, if they want to start, they must start with Rs.100 crore. There is no reason why depositories should not start with Rs.100 crore. In fact Mr. Prabhu's point was whether Rs.100 crore is enough. He was saying that at a later point of time you may have to provide more capital. I think Rs.100 crore is a good starting point in this.

So, Sir, I would submit that having regard to the fact that these deposits' laws are already on the Statute Book, Acts have been amended, which are in force, we have given permission to one depository sponsored by the NSE and other depositories are likely to be established adequate regulations have been made. I would most sincerely urge the hon. Members to cooperate with me and the Government and pass this Bill today.

SHRI SURESH PRABHU : Sir, depositories are going to be regulated by SEBI whereas the banks in India are regulated by the Reserve Bank. There are no two separate agencies which are probably going to regulate the sponsor as well as the body which is going to do this business. Take an example of a new private bank which has just started its business. It has to start its business with Rs. 100 crore capital. It has put the entire money into the depositories' business. It could not be less. It is because there is no provision which prohibits the use of this. So, there is a need to have a very specific provision in this. You have amended so many Acts. You have amended Companies Act. Probably there is a need to amend the Banking (Regulation) Act to make sure that investments made by any bank into a depository would not be considered as part of the networth.

SHRI P. CHIDAMBARAM : I think there is some error in understanding this. A depository is a separate company. The bank can sponsor a depository by providing not less than 51 per cent of the equity capital of a depository and if the bank has large amount of

accumulated profits, it can certainly sponsor a depository. But the depositories are separate companies. A depository company will be regulated by SEBI under this Act and the Regulations. The bank will continue to do banking functions. As I mentioned, the depository shall not carry on any other activity other than that of a depository. There is a similar provision in the Banking (Regulation) Act where a bank cannot carry on any other function other than banking function.

SHRI SURESH PRABHU : I am not talking on that point. Let me clarify. Suppose a bank has Rs.100 crore to start this business and puts this Rs.100 crore into depository.

SHRI P. CHIDAMBARAM : If it generates profit, I will also ask why not.

SHRI SURESH PRABHU : To calculate capital adequacy of the bank, you should not consider Rs.100 crore capital. It is because there is no provision in the Banking (Regulation) Act. There is no provision either in the SEBI Act. You go through it. So you must make specific provision. You must amend the Banking (Regulation) Act.

SHRI P. CHIDAMBARAM : We will see if necessary. What I understand is that the Banking (Regulation) Act and RBI's guidelines require certain capital adequacy in the bank. If the bank has retained a large amount of profits and those profits are put in the 51 per cent of equity in a depository. I am sure, the Reserve Bank guidelines will take care of the capital adequacy requirements of the bank. But if there is a problem, as my learned friend points out, I shall look into it. I do not think there will be any problem. I will keep this in mind. I am sure capital adequacy of the banks cannot be eroded by transferring retained profits into a depository affecting that capital adequacy requirement.

SHRI SURESH PRABHU : There is no capital adequacy.

SHRI P. CHIDAMBARAM : Sir, I would request the hon. Member to withdraw his Statutory Resolution.

[Translation]

SHRI GIRDHARI LAL BHARGAVA : The hon. Minister has clarified several points but on some points, the new Members like me are not yet satisfied. I do not believe in tall talks. Moreover, I don't fear that the hon. Finance Minister would cut down our allowances. My submission is that the JPC detected a scam involving more than Rs.6 thousand crore after a hardwork of 18 months. I know that you have been a Minister in the previous Government and today also, you are occupying the same seat. You have never been to this side. Today, the United Front Government should inquire into this matter seriously and full responsibility. Mr. Chairman, Sir, you are also Member of this House. We should be told how this scam occurred, who were the beneficiaries and how much money has been recovered. The children

ask us about Harshad Mehta. Is he a dacoit or an angel or something else? The facts about Harshad Mehta. Is he a dacoit or an angel or something else? The facts about the Security Scam should be brought to the fore. Now you have taken charge of the Ministry and by now you would have get all related files. Fortunately, you have become the Finance Minister. Even if this matter is not inquired into now, then who would expose the facts? I don't know how long your Government would last. I apprehend if it will get one or two months time. Then you would say that this Government was sacked...*(Interruptions)* Please wait. This ordinance was promulgated on 20th September and the Bill was passed on 6th December. Please tell us on the basis of your experience as to what suggestions were received by you upto 20th September, 1995. Shri Chatterjee forgot to pointout this thing. He had said that the reports were available with him. These should be sent to the Standing Committee for consideration on the suggestions. This Depositories Act is being enacted for protecting the interests of small investors and for flawless functioning of the capital market. You have told that SEBI will have the power to issue certificate but it is not clear as to whether foreign companies would be given this certificate or not? The National Front Government is a combine of 13 political parties and it is also influence by the foreign companies. If this Government gets out of this influence, it can function smoothly for some more days. I am talking in its own interest. It will be good if this Government is voted out of power at the earliest. I have asked about the authority which would be given the power of opening the depositories. Whether the SEBI officials, RBI officials and the persons with economic expertise would be given powers? It has not been replied to. You have also not said anything about the agency which would conduct the audit of these depositories. Suggestions of two senior Members have been mentioned in the reply but the suggestions of new Members like me have been ignored. Mr. Chairman, Sir, a little attention should also be paid towards us. We are learning from the hon. Finance Minister. The rate schedule and the service charges of Depositories should also be clarified. Who will bear the loss in case of fraud in a depository? Its functioning should be transparent and based on computerised system. Some senior Members have given suggestions that manual records should also be maintained simultaneously. But the hon. Minister has said nothing about it. I have not heard. It is different if you have heard. You did not stat that.

You should have said that the public limited companies having a capital of Rs.100 crore would have the rights to start depositories but you did not say even a single word about it. You only said as to how the Sake shares are to be checked. A veteran Member had said that the provision should be made for imposing fine and imprisonment to check irregularities but you did not utter even a single word in this regard.



Lastly, it was said that the Board of Comptroller and Auditor General should audit the accounts of banks also but you did not answer to that too. Would you please answer to that question? Your answer is not satisfactory about introducing the Ordinance. It is the old convention that you approach the hon'ble President to get an Ordinance promulgated. This time also, you did not inform us about that and straightway approached the hon'ble President. He might have not asked about the reasons. Senior Minister went there and got the Ordinance signed and promulgated. You should have informed this House about the reasons for promulgating the Ordinance. A Committee, called Standing Committee, is to be constituted. It would be better if this Bill would have been referred to that Committee and it would have considered suggestions given by us. It was a month of December and you were in a hurry because the Government was going to fall. You think that this Government will last long but we do not think it will complete its tenure. You should refer it to the Standing Committee because the Committee consists of Members from all parties. Had all the suggestions been considered in the Committee and then introduced a comprehensive Bill, the loss would not have incurred in the transaction in regard to the Securities Scam. It would be better if you think over any suggestions deeply. I myself support this Bill but oppose to bringing Ordinance. I would like to request the hon'ble Minister to refer this bill to the Standing Committee. If he does not do so what can I do. He is in the majority but ours is a small party. In such a situation I will have to yield. I comply with the orders of the Chair. Therefore, I support his bill and withdraw my proposal. But if the hon'ble Minister accepts my request to refer it to the Standing Committee I will thank him, otherwise, I will feel sorry at home thinking that the hon'ble Minister did not accept my suggestions. With these words, thank you very much.

MR. CHAIRMAN : Hon'ble Ministers request is that you should withdraw your proposal.

SHRI GIRDHARI LAL BHARGAVA : I have already said that I withdraw it. What can I do more than that? I am helpless

[English]

MR. CHAIRMAN : Has the hon. Member leave of the House to withdraw this Statutory Resolution?

SEVERAL HON MEMBERS : Yes.

*The Resolution was, by leave, withdrawn.*

SHRI SURESH PRABHU : I will request the hon. Finance Minister to just make a statement that he will also introduce a comprehensive Bill to protect the interests of the small investors.

MR. CHAIRMAN : I think, you have made this request earlier also.

The question is :

"That the Bill to provide for regulation of depositories in securities and for matters connected therewith or incidental thereto, be taken into consideration."

*The motion was adopted.*

SHRI NIRMAL KANTI CHATTERJEE : Mr. Chairman, Sir, at this stage I want to make one request to the hon. Finance Minister. Certain things are there in the regulations. It has to be considered whether some part of the regulations can be embodied in the Act itself or not. The Ordinance is a compulsion. The Ordinance has to be embodied in the Act, otherwise, it may fall through.

Therefore, what I am suggesting is that the Finance Minister may consider this that we pass the Bill today but when we re-assemble on 26th August, let him come with an amending Bill. The Act is there. So there is no difficulty with the Ordinance.

MR. CHAIRMAN : Shri Nirmal Kanti Chatterjee, your suggestion is there. It is for the Government to decide on your suggestion. Let us get the Bill passed first.

SHRI NIRMAL KANTI CHATTERJEE : At the third reading stage I could have said this but before that I am just making this request.

MR. CHAIRMAN : Anyway, let us get the Bill passed. Let us dispose of this Bill.

SHRI NIRMAL KANTI CHATTERJEE : An amending Bill may be brought forward and that may be sent to the Standing Committee.

MR. CHAIRMAN : The hon. Minister might have taken into consideration your suggestion and he will do it.

The House will now take up clause-by-clause consideration of the Bill.

MR. CHAIRMAN : The question is :

"That clauses 2 to 31 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 to 31 were added to the Bill.*

MR. CHAIRMAN : The question is :

"That the schedule stand part of the Bill."

*The motion was adopted.*

*The Schedule was 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.*

MR. CHAIRMAN : Now the Minister may move that the Bill be passed.

SHRI P. CHIDAMBARAM : Sir, I beg to move :  
"That the Bill be passed".

MR. CHAIRMAN : Motion moved :  
"That the Bill be passed"

SHRI NIRMAL KANTI CHATTERJEE : Sir, at this stage, my suggestion is relevant.

PROF. RASA SINGH RAWAT : The hon. Minister has not mentioned about the Standing Committee.

SHRI NIRMAL KANTI CHATTERJEE : What I am suggesting is, let this Bill be passed but let him bring an amending Bill along with the regulations. Let us discuss that when we resume our Session on 26th of August so that we can consider it indepth.

SHRI P. CHIDAMBARAM : Sir, clause 27 says that every rule and every regulation made under this Act shall be laid as soon as may be after it is made before each House of Parliament while it is in Session, etc. etc.

Now that the Bill is being passed, let SEBI take a look at the regultions. With or without modifications made by SEBI, these regulations will be placed on the Table of the House. Then, if some hon. Members wish that some part of the regulations should be included in the Bill, they may let me know. Surely, I will consider what part of the regulations must be made a part of the Bill. Let them first take a look at the regulations when they are placed on the Table of the House.

SHRI NIRMAL KANTI CHATTERJEE : You send it to the Standing Committee

SHRI P. CHIDAMBARAM : Only if it is necessary, will it be sent. If you are satisfied with the Regulations, then why should it be sent to the Standing Committee?

MR. CHAIRMAN : The question is :  
"That the Bill be passed."

*The motion was adopted*

16.58 3/4 hrs.

STATUTORY RESOLUTION RE : DISAPPROVAL  
OF THE SUPREME COURT AND HIGH  
COURT JUDGES (CONDITIONS OF SERVICE)  
AMENDMENT THIRD ORDINANCE, 1996

AND

SUPREME COURT AND HIGH COURT JUDGES  
(CONDITIONS OF SERVICE)  
AMENDMENT BILL

MR. CHAIRMAN : The House will take up Item Nos. 9 and 10 together. Time allotted is one hour.

16.59 hrs.

(Mr. Deputy Speaker in the Chair)

JUSTICE GUMAN MAL LODHA : Hon. Deputy Speaker, Sir, the Supreme Court and High Court Judges (Conditions of Service) Amendment Bill, 1996 is sought to be introduced as a consequence of a series of Ordinances.

17.00 hrs.

The Supreme Court and High Court Judges (Conditions of Service) Amendment Bill was first introduced as an Ordinance on 29th February, 1996 and later in the form of a Bill to replace the Ordinance. But on account of some serious lapses and mismanagement of the Government and the Party in Power at that time, this Bill could not be placed for the consideration of the House. Then, they came out with the second Ordinance. But to our great surprise - and it would be shocking to hear and note that - the second Ordinance again lapsed and then they came out with the third Ordinance. This is the result of prostitution of ordinance-making power under the Constitution.

Article 123 (1) of the Constitution specifically mentions that the Ordinance-making powers are to be used very sparingly in rarest of the rare cases. It says :

"If at any time, except when both Houses of Parliament are in Session, the President is satisfied that circumstances exist which render it necessary for him to take immediate action, he may promulgate such Ordinances as the circumstances appear to him to require."

Kindly note the words, 'the satisfaction of the President and existence of circumstances which make him necessary to take immediate action'

So far as the amenities and perks of the High Court and Supreme Court Judges are concerned, I am here to support them and I would support them when I come to the merits of the Bill and Ordinance. Therefore, I should not be misunderstood for having opposed them. But what I want to submit is that these conditions of service are there in the form of an Act, an Act which is basically of 1954. Since then various amendments had taken place from time to time and there was another amendment of the Act in 1958 and 1956. From 1958 we are now in 1996 and the question is regarding sumptuary allowance and travelling allowance or use of the car and for that purpose allowance in terms of money and petrol whatever it may be.

Now on one fine morning, the President finds that an emergency has existed or the emergency has arisen which requires his immediate action. The question is of increasing the money and that question can be taken up prospectively or retrospectively at any time when Parliament is in Session. The Parliament meets so often, at least three times in a year. Therefore, it is impossible to conceive of an emergency where His Excellency, the President, in his extraordinary emergency powers, can

issue Ordinance for taking some immediate action. Such conditions are: conditions of war, conditions of natural calamity, unforeseen exigencies, etc. Such developments can never be imagined or can never be conceived. Now, the question is : what amount should be paid to High Court Judge on account of increase of petrol price, which cannot be put in that category.

Therefore, I submit that this is a misuse, serious abuse and gross abuse of the Ordinance making power.

His excellency, the President is certainly duty-bound under our Constitution to approve any matter, whenever the Cabinet decides it. That is his constitutional duty. But the Ordinance-making power is another constitutional duty of the President, apart from his normal executive power. Therefore, I would submit that while using the constitutional power of issuing Ordinances, it is necessary for the President to have a satisfaction that extraordinary emergency, urgency or circumstances exist which require immediate and prompt action, and not once but all the three times. The Government is trying to lower the hon. President's exalted constitutional position to that of a rubber stamp, seal. He is required to put a seal, irrespective of the satisfaction which he is required to have under article 123. Therefore, I hereby condemn this attitude, this practice, this method and his system of misusing the constitutional Ordinance-making power of the President under article 123 of the Constitution.

Sir, you will find several rulings of the hon. Chari - not one, two or three - where the Government has been reprimanded, where the Government has been censured, where the Government has been reprimanded, the Ordinance-making power and not to come out with Ordinances so frequently, on such flimsy pretexts and in such a cursory manner, against the spirit of the Constitution, by frequent disregard, clear contravention and violation of the sacrament and duties which have been cast on the President of this country.

Therefore, I would like to oppose this Ordinance on the precise ground that it is beyond the spirit of article 123 of the Constitution and it is a misuse and a serious abuse of that power. The Government has issued three Ordinances one after the other, which is unprecedented in the constitutional history. Once they falter, once they commit a mistake, once they commit a lapse, then again they come forward for a second time and for a third time. In such circumstances, I would submit that the Ordinance-making power of the President under the Constitution has not been properly used under the constitutional spirit. Our forefathers who framed the constitution, never thought that a time would come when the Government would come forward with an Ordinance every morning and have the signature of the President so easily. I would, therefore, request that this Ordinance which has been placed before this House for the third time, be rejected on the precise ground that it is beyond

the scope of article 123 of the Constitution and it is against the spirit of article 123. That is my first point.

Coming to the merits of the matter, I would submit that this legislation was long awaited. The Service conditions of the Judges of this country who are required to act as watchdogs of the Constitution, as the sentinels of the Constitution, and who have brought great name and fame to the Indian Judiciary in the world, deserve to be improved. Today we are seeing that when the Government falters, when the Government commits mistakes one after the other, when the Government becomes partisan and when the Government goes on committing scams and scandals one after the other, then functionaries of the Government who are VIPs - maybe Members of Parliament, maybe Members of legislatures, maybe holding the rank of Cabinet Ministers, maybe the former Prime Minister or the present Ministers all come under the "rule of law" and who are liable to be prosecuted by the prosecuting agencies like CBI which earned great reputation once upon a time for being fair and for acting as watchdogs of the people for eradicating corruption also father then the judiciary is required to step in and order prosecutions and proper investigation.

I remember the first case of Madhya Pradesh where one Minister was caught red-handed in a Delhi hotel - at that time it was Vindhya Pradesh - and the C.B.I. caught that Minister red-handed and trapped him under the Prevention of Corruption act and prosecuted him and got him sentenced. But since then, there is no other case thereafter when the C.B.I. has come to that expectation, against ruling party VIPs.

Now the position is that fortunately for us, because of the judicial activism, on account of public interest litigations by the social activist groups who are taking up litigations one after the other to eradicate the corruption of higher-ups from the public life, the judiciary has come to rescue. It is now recognised throughout the world, by the media, by political leaders, by statemen, by educationists, by social reformers that but for the judiciary but for the Supreme Court of India these scandals which have come out one after the other would not have come out.

Take the Hawala scandal of the Jain diaries in which so many politicians are involved. I am not commenting on the merits of the cases as the matter is to be decided by the Court. I am not going to talk about the individual persons involved in it as a few may be innocent like Advaniji. I am talking generally. For four or five years the diaries were in the possession of the C.B.I. Prime Ministers changed one after the other; Ministers changed one after the other. But the C.B.I. allowed the diaries to remain in the drawers, in the almira's without taking any action. It was only when the Supreme Court started looking into it and the Judges of the Supreme Court, as watchdogs of the Constitution, took the C.B.I. to task for sheltering, for providing

protection or for somehow or the other harbouring those criminals by not prosecuting them, that some challans were filed.

Sir, you know it very well that the Supreme Court had to monitor it directly and pursue the prosecution by the C.B.I. on a day-to-day basis, at one hearing after the other and asked them to again and again look into the matter. It was only when they were thrashed upon and reprimanded by judiciary that the C.B.I., their advocate, their Director and their Officers - when they found that the Supreme Court and High Court Judges were out to eradicate corruption which is normally an area of the Government, an area where the Home Minister and the Law Ministers of the Government should have acted - that they started filing challans one after the other, may be Hawala or Chandraswami on Urea Fertilizers or Bihar fodder Scam.

Now more than a dozen Cabinet Ministers and M.Ps. are in the dock facing the trial. That being so, I should congratulate the judiciary for its bold stand. It is the judicial activism which has been exhibited by the Supreme Court not in one but in several cases that has brought glory to this country; brought fame and glory to the Constitution of India and has brought glory to the people of India. Therefore, I congratulate the Supreme Court judges and the institution of the Supreme Court; the High Court judges and the institution of High Court for rising to the occasion and saving 80 crore people of the country from the galore of scandals of Hawala Urea, swami and Bihar fodder...*(Interruptions)*

SHRI A.C. JOS (Idukki) : What about the Magistrates?...*(Interruptions)*

SHRI P.M. SAYEED (Lakshadweep) : A former Chief Justice acting against the interests of the judges...*(Interruptions)*

JUSTICE GUMAN MAL LODHA : Sir, I am now coming to the Magistrates. The compliments which are paid to the hon. Judges of the Supreme Court and the High Courts equally apply to those judicial magistrates. I may say here that the judicial magistrates are very small in stature or are low in the ladder.

*[Translation]*

SHRI KALPNATH RAI (Ghosi) : Mr. Deputy Speaker, Sir, I would like to ask one question. Lodhaji is a learned person. I have great regard for him and want that he should become judge. Assuming Lodhaji a judge, I would like to say that if I am found guilty in this House, I should be hanged outside this Parliament today itself. Atrocities and excesses have been committed against me. I was imprisoned for three months in a false case under TADA. I was not allowed to attend Parliament even, though I am a Member of Parliament. I was not granted bail. I was taken to jail custody along with other ordinary criminals. The criminals who had committed almost 30 murders each, were allowed to file a bail application but I was not allowed to do so. I had filed an

application to the effect that I might be allowed to visit my constituency only for two days but I was not given an opportunity by the judge to go there. Perhaps, I am the first person on the earth who has been insulted to the greatest extent and badly treated by the jail authorities. I consider you a judge and want to say that if I am found guilty, I should be hanged in front of Gandhiji's statue. What is the status and dignity of a Member of Parliament? Here they call this a "sovereign Parliament". Is this sovereign Parliament and are we its Members?

Please forgive me. About 75 per cent of the MPs are defeated in the election every time. Out of the total number of MPs who won the elections to the Lok Sabha in 1989, 75 per cent of them were defeated in 1991. Out of the total number of MPs who were elected in 1991, 330 MPs have been defeated in the recently held elections and similarly, whenever next elections take place, 330 more will be defeated again. Only 5 to 7 per cent persons get the opportunity to be re-elected as MP twice or thrice and 90 per cent persons are elected as MP only once in their entire life. In spite of being a member of Parliament, I have been treated so badly that I feel whether I should commit suicide? You all are MPs, please protect my dignity...*(Interruptions)*

MR. DEPUTY SPEAKER : Kalpanthji, please...*(Interruptions)*

JUSTICE GUMAN MAL LODHA : The way hon'ble Member has narrated his agony story, I would not like to say anything on any particular case. The reason is that our Parliament...*(Interruptions)*

SHRI KALPNATH RAI : Mr. Deputy Speaker, Sir, I would like to say one thing that today, the most honest and truthful person is this public servant who is called Member of Parliament. No other person is there in the country more honest and truthful than an MP. A drive has been launched in the country against the members of Parliament. You say that we are wrong and we say that you are wrong, this is not fair. Democracy cannot survive in such a way...*(Interruptions)*

MR. DEPUTY SPEAKER : Kalpanath ji, the case is still pending, therefore, do not say more in this regard.

JUSTICE GUMAN MAL LODHA : Mr. Deputy Speaker, sir, the hon'ble Member has expressed his sufferings and narrated his own experiences. As you know there are some rules and decorum of this House. As per rules, we cannot pass any comment either in favour or against any case which is sub-judice under a judicial Magistrate.

MR. DEPUTY SPEAKER : I have said the something.

SHRI KALPNATH RAI : I have said nothing like that.

JUSTICE GUMAN MAL LODHA : Whatever you said may be true or may not be true. I cannot take any decision in this regard either in your favour or against you—Anyway, I should not say anything. If the Judiciary

has done injustice to anyone, there are several ways to seek justice. For example one can approach another Court and file an appeal, revision, writ application in the Supreme Court.

If Judiciary has done any injustice, one should approach Appellate authority of the Judiciary against it.

MR. DEPUTY SPEAKER : Please leave this issue here itself.

JUSTICE GUMAN MAL LODHA : I was requesting about principle...(Interruptions)

[English]

SHRI BIJU PATNAIK (Cuttack) : Mr. Deputy-Speaker, Sir, he cannot go on and on. Please ask him to stop speaking on this point.

MR. DEPUTY-SPEAKER : I have already told him.

JUSTICE GUMAN MAL LODHA : Sir, I have not followed what he said...(Interruptions) That is for the Chair to say.

SHRI BIJU PATNAIK : I am requesting the Chair to stop you from speaking on this point again and again.

MR. DEPUTY-SPEAKER : I have already told him.

[Translation]

JUSTICE GUMAN MAL LODHA : Mr. Deputy Speaker, Sir, I was not talking about any particular person, particular prosecution and particular judge. I had requested and again I want to say that the Ordinance or act in respect of judges should be appreciated as the judges of India have brought the name of our country to light.

Sir, we have an impartial Judiciary. You know that in Pakistan, Bhutto was hanged over a night. In Bangladesh, a legislation was enacted that if they give their judgement in favour of a political party, they would be allowed to remain but later on it was removed. What happened in Sri Lanka, you know very well. But in India, as far as Judiciary is concerned, it has held India's head high in the world, but sir, today there is a controversy on the way judicial activism is going on in this country. Since, this subject is not included in today's agenda, I would not speak on this.

I would like you to make self introspection as to why the judicial activism has taken such an alarming shape. Be it the hon. Home Minister or the Minister of the State Governments, director, prosecution or investing agencies, if they do not perform their duties impartially then in this situation only Judiciary seems to be a silver lining in the dark clouds. (Interruptions) You may make your point when you get a chance to speak but what I am saying at present is my individual opinion. (Interruptions). It is my considered opinion that Indian Judiciary has maintained dignity, thus carved a niche for itself in the world.

I would like to submit that in America on some people's provocation, Mr. Roosevelt told the Judges to accept the new deal of legislation and threatened them to pack the Court with judges in case they intended to declare that legislation invalid. The judges out of fear surrendered which resulted into coining a proverb. They saved their skin by changing their verdict but this incident infamized the American Judiciary.

[English]

"A stitch in time saves nine".

[Translation]

Sir, there are thousands of such cases in our judiciary where Ordinances were declared anti-constitutional and thus the Constitution was amended. Be it the issue of land reforms, Nationalisation or 9th Schedule, suitable amendments were made therein which clearly shows that Indian Judges have time, maintained the highest standard of judiciary. But like other spheres of life, Judiciary also has black sheeps. It is impossible to say that Judiciary can be an exception to it. There has been some stances like the one in respect of privy purse judgement in which the order of abolishing privy purse by executive order was nullified. After that three Supreme Court Judges were superseded and the junior most was made the senior most. He was elevated to such a higher-post because he was one of the judges of the bench which had given this verdict in the favour of the Government. Such blacksheeps as Ray as have also been there in the Judiciary.

Sir, I would also like to say that while walking or travelling in a bus or train, if you happen to listen to a common man, you will come to know that he has all praise for Indian Judiciary which has started taking action against the persons who have been misusing their position. I am a Member of Parliament and I have my own dignity, I enjoy a good status but I am not above the law. Law is the king of kings and considers a king as well as a poor person alike. You might have seen that the Governor had to resign and several Ministers too had to resign. But how all this happened? Because under this Rule of Law and to administer this Rule of law the Judges of High Courts and Supreme Court started imparting their justice with boldness.

I want to say something in praise of Judiciary but our hon. Members forbid me from doing so. Their views may be different, differences in opinion in the best guard of our democracy and this difference of opinion never creates any bitterness. But I would like to urge upon the Government that in the prevailing situation we should provide all sorts of facilities and security to the Judges of High Courts and Supreme Court.

Mr. Deputy Speaker, Sir, as a Member of Parliament, I would like to request that if any injustice is done to me, it will be considered an injustice done to Guman Mal Lodha and similarly Sh. Kaipnath Rai should, as

per the Law, oppose this injustice and safeguard his right. Shri Maithili Sharan Gupta had said :

"Adhikar ko kar baith rahna, yah maha dushkarma hai Nyayakar mein band ko bhi dand dena dharma hai is bat par pandvon ka kauravon se ran hua Jo kalpant ka karan hua."

Use that right fully in Judiciary as well as in other forums. You are expected to oppose the injustice wherever it is done. But I would like to say one thing that I do not commit any crime and I do not exaggerate when I say that if situation requires we may prove ourselves innocent in a court but only after resigning our post to which we were elected by the people. I am not saying it with any ill will or malice that being an MP is not a license of breaking the Law and claiming myself innocent. It has not been provided in the privileges. It is not my privilege that no Law was brought against me anywhere myself, the members of Parliament and the Ministers are not extraordinary human beings. The great thinkers of our country who had sacrificed their lives for the country, had prescribed the 'Rule of Law' and not the 'Rule of Jungle'. There was a time when the word of the king was the law and that rule used to be dictatorial, feudal a rule of terror and that used to be instrumental in exploiting the people and committing atrocities on them. But today with the freedom of the India and bidding good bye to that injustice and atrocity, we framed our own Constitution. It has been mentioned in our Constitution and when our Constitution says so, we should express our full faith in the Judiciary and praise our judges. I would also like to mention that when we express concern for the judges of High Courts and Supreme Court, we should not forget Munsifs. I had written an article - 'Munsif the have nots' in which I had stated as to how a poor Munsif who does not have a conveyance visits a village. He hires a tonga or cycle rikshaw. He does not have his own house so he lives in a rented House. But when his house owner who has rented out his house to the said Munsif appears as a party in his Court, how can he impart the impartial justice. Therefore, when we talk of 'lowest in the ladder' and say that it has been mentioned in the preamble that the poor, the Dalit, the weaker section and the exploited one will live in the country with dignity and respect, we should not forget the Munsif who trods village to village and jungle to jungle and who does not get the residence facility. He should be provided with all sorts of facilities alongwith the facility of residence so that he may impart impartial justice.

I would also like to state that we, in our Constitution, have made provision for separating Executive from Judiciary and that we have done to the maximum extent. But when I visited Pali, my Parliamentary Constituency, the day before yesterday, I was pained to note that due to non-separation of Judiciary from the Executive and due to entrusting the power of sections 107, 151 and 122 to SDM, the atrocity is committed on the poor. The

workers of Maharaj Umed Mills were on strike. After the strike, the owners of the mill declared lockout and with this all the workers were put in jail...*(Interruptions)*. The SDM issued an order in which the Administrative Magistrate ordered the labourers to produce bails each of Rs.50 thousand...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER : He is the mover of the Resolution.

[Translation]

JUSTICE GUMAN MAL LODHA : If you have sympathy for workers for the weaker section of the society and for the Dalit, please listen to what I say...*(Interruptions)*

[English]

DR. ASIM BALA (Navadwip) : The total time allotted for this is one hour and he has already taken thirty five minutes.

[Translation]

JUSTICE GUMAN MAL LODHA : A worker is asked to produce four bails worth Rs.50 thousand ...*(Interruptions)*. From where would he procure Rs. two lakhs or four lakhs.

MR. DEPUTY SPEAKER : One hour's time has been allotted for one Bill. Please try to conclude.

JUSTICE GUAMN MAL LODHA : I am concluding. Actually a context came before me it has been written in the Constitution that Judiciary should be separated from Executive. I am talking theoretically...*(Interruptions)*. Actually my heart was overpossessed with pain and emotions. So, I poured my heart out. I would like to urge that this Bill should be passed. I am not opposing this Bill. I would also like to state that the Ordinance making authority, the Constitution should not be misused in future. I would withdraw my Statutory Resolution but the prostitution of Ordinance making power by bringing Ordinance thrice and putting the hon. President in such a position of being a rubber stamp concerns us. The misuse of his rights is not proper. This Bill should be passed. However, I would like to say to the Law Minister that attention should be paid to extend the facilities to lower ranked, poor, helpless munsif Magistrates and District Judges because they are the bedrock of the judiciary. If we do not pay any attention to the foundation or the weaker sections of the judiciary and concentrate only on providing facilities to the judges of the High Courts and the Supreme Court, this would not be fair and there would be inequality. Attention should be paid to bring equality and to remove inequality.

With these words, I support the Bill I also request that ordinance should not be promulgated in such a manner in future. I once again congratulate the Judiciary of India for having taken a vow with courage and boldness to free India from corruption, much in a similar

manner as Lord Rama had once resolved to free the society, the earth from the evils of the wicked people and the demons. Today the Supreme Court has reaffirmed the same thing that 'Nishichar heen karoon mahi, kar uthaye bhujdand'...(Interruptions) you are not in the court. Are you a criminal? Why are you worried? Are you also a criminal?...(Interruptions).

[English]

MR. DEPUTY SPEAKER : Let the hon. Minister move the Bill.

THE MINISTER OF STATE OF THE DEPARTMENT OF LEGAL AFFAIRS, LEGISLATIVE DEPARTMENT AND DEPARTMENT OF JUSTICE (SHRI RAMAKANT D. KHALAP) : I beg to move :

"That the Bill further to amend the Supreme Court Judges (Conditions of Service) Act, 1958 and the High Court Judges (Conditions of Service) Act, 1954, as introduced in the Lok Sabha on the 11th July, 1996 be taken into consideration."

This Bill has been introduced with the specific intention of increasing the quota of petrol and sumptuary allowance to the High Court Judges and Supreme Court Judges. Substantial improvements in the service conditions of the Judges have been made from time to time and the present Bill is as a result of our concern for bringing about further improvements in the conditions of service of the judges.

There had been an increase in the price of petrol from time to time. The Judges have to undertake more journeys for attending seminars and conferences these days. The Chief Justices and judges are also required to hold periodical meetings of Judicial Officers and with the members of the Bar. Considering the increase in the cost of eatables and considering the increase in the price of petrol, it has become necessary to amend the aforesaid Acts to increase the sumptuary allowances and conveyance facilities to the Chief Justices and Judges.

I, therefore, expect the wholehearted support of the House to this Amendment Bill.

MR. DEPUTY-SPEAKER : Motions moved :

"That this House disapproves of the Supreme Court and High Court Judges (Conditions of Service) Amendment Third Ordinance, 1996 (No.29 of 1996) promulgated by the President on 21 June, 1996."

"That the Bill further to amend the Supreme Court Judges (Conditions of Service) Act, 1958 and the High Court Judges (Conditions of Service) Act, 1954, be taken into consideration."

Now Shri P. Chidambaram, the Minister of Finance will make a statement on interims relief to Central Government employees.

17.39 hrs.

### STATEMENT BY MINISTER

#### Interim Relief to Central Government Employees

THE MINISTER OF FINANCE AND MINISTER OF COMPANY AFFAIRS (SHRI P. CHIDAMBARAM) : Mr. Deputy Speaker, Sir, I am pleased to inform the House that based on our discussions with the Pay Commission and the representatives of the staff side, we have requested the Pay Commission to consider whether another instalment of interim relief may be granted to the Central Government employees and, if so, to make suitable recommendations in this regard. Any amount of interim relief recommended by the Pay Commission and accepted by the Government will be fully adjusted against and subsumed in the final recommendations of the Pay Commission. The aforesaid formula is acceptable to all parties concerned.

The Pay Commission has also informed us that the final report will be available towards the end of September, 1996.

SHRI BIJU PATNAIK (Cuttack) : Have you got Rs.5000 crore?

SHRI P. CHIDAMBARAM : It is only to be adjusted.

SHRI BIJU PATNAIK : What do you mean by "adjusted?" Do you mean more income?...(Interruptions)

SHRI P. CHIDAMBARAM : No. It will be adjusted against the final recommendations in the final report.

17.40 hrs.

### STATUTORY RESOLUTION RE:DISAPPROVAL OF SUPREME COURT AND HIGH COURT JUDGES (CONDITIONS OF SERVICE) AMENDMENT THIRD ORDINANCE, 1996.

AND

### SUPREME COURT AND HIGH COURT JUDGES (CONDITIONS OF SERVICE) AMENDMENT BILL, 1996—CONTD.

SHRI BIJU PATNAIK (Cuttack) : Mr. Deputy-Speaker, Sir, I would take just a minute. All that I wanted to say about this Bill is that some more emoluments be given to the Judges. As you said, one hour has been allotted to this Bill. We should pass this Bill without any discussion and we can adjourn for the day. Some more emoluments have to be given because of the increase in the price of petrol etc. Let us pass it and forget about it. As far as we are concerned, the nation is thankful to them. They are doing a good work for the nation. Therefore, we should take care of them. Whatever little increase is given here and there, they must have the

benefit of these things. Let us pass this Bill without discussion.

MR. DEPUTY-SPEAKER : I have got a list of six more Memers. They want to speak.

[Translation]

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Deputy Speaker, I feel that the suggestion has been made by Shri Biju Patnaik in the spirit with which this House wishes to discuss this Bill. He has mentioned about the time allotted to this Bill. If he has such a high thinking about the judiciary that he wants this Bill to be passed without any discussion, then I would like to say something about the judicial system, which I hope would be of some help. Therefore, I may be allowed to speak for a little time.

Our society rests on the three pillars i.e. the Legislature, the Executive and the Judiciary and this is what we all believe in. I do not wish to say anything about any party or the Government, so far as the question of judges' salary is concerned. I feel that we should rise above the party politics to consider this Bill.

It is the misfortune of this country that the image of the Executive and the Legislature has been lowered in the society and none can be blamed for this. I am not talking about any person or any party. I am speaking about the system. We were under the impression that the Legislature is controlling the Executive but the truth is that it does not matter whether one is Chief Minister or the Prime Minister but presently Legislature is not controlling the Executive rather the Executive is controlling the Legislature. This type of situation is prevailing in every state and in every party. De to this the role expected to be played by the Executive and the Legislature in the society has been lessend to an extent. Just now the member from Himachal Pradesh was saying that Judges do not do any work and some members were of the opinion that judges do not perform their duties properly. In this connection I want to say that unfortunately the moral deterioration has set in all walks of life in the country. At some places it is lesser and at others it is more.

[English]

Somewhere it has affected less and somewhere it has affected more. But it has adversely affected all sections of society. Let us admit that.

[Translation]

Shall I believe that the judiciary system and our judges are giving a better performance in comparison to the other systems. I have been practising law for 15-16 years. We had very good judges who were in active politics earlier. We had such judges in the High Court who had served as Chairman of Legislative Assembly earlier. As judges, the judgements given by them have been very remarkable. Once a widow sent a postcard

that haer husband has expired and she has not got any pension and gratuity, the High Court Judge gave his judgement in this case by converting the postcard into writ petition. I remember that we had a judge, Shri Mela Ram Sharma. Once a lady had filed a writ that 15 years had passed since her husband's death and she had not received the pension as yet.

SHRI SONTOSH MOHAN DEV (Silchar) : You are talking about which High Court?

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Shri Guman Mal ji had also given such a judgement.

SHRI SATYA PAL JAIN : I am talking about Punjab-Haryana High Court I want to point out that judiciary is also facing this type of problem. I think that this Bill has also been brought with the same spirit. Today, the judiciary requires talented people. Shri Kalpanath was also complaining. This problem is being faced in judiciary. The main reason for it is that the prominent lawyers get so much fees and facilities in private practise that many facilities are curtailed after being elevated to the position of a judge.

Everyone thinks twice before accepting the position of a judge. Unless you provide all the facilities and appropriate salary to the judges, the talented people won't join it and in the absence of talented people, the virus prevalent in the other walks of society could affect the judiciary also. Therefore, it is imperative that judges should be given appropriate allowances. A suggestion has been made regarding increasing the petrol limit from 150 litres to 200 litres or increasing the amount from Rs.3000 to Rs.3500 which is too less but still we welcome it so that talented people may join the judiciary. There are many prominent advocates in High Court who have addressed the Parliament also but when they were offered the post of judge, they refused to accept it and said that they pay more salary to their 'Munshi' than is being given to a judge. I am mentioning it from economic point of view.

Shri Lodha ji has mentioned judicial activism which is an issue being discussed widely. I wish to bring to your notice two aspects of this issue. It is ture that if judges develop a habit of exercising their power more than the required limit, it is not good for the system because the bitter reality is that there is no controlling authority for judges. If a political leader does something wrong he will have to face the criticism as he has to face the elections, he will have to go to his constituency. Newspapers and public, both can criticise him. But we will have to congratulate the Judicial system on account of the action initiated by our judges in India against corruption and various other issues irrespective of the party affiliation of the person. This makes them worthy of appreciation. I do not wish to mention any party. Allegations were levelled on the former Ministers, Prime Minister, MPs and MLAs under case 'A' or case 'B' and the Supreme Court had to issue the directives that the cases should be registered and actio be taken against



them. Though in such cases, the cases should have been registered in an ordinary way. If you go to a police station and make a complaint that a certain person has raped my sister or that person has stolen my belongings or that a certain person has murdered someone, the foremost action to be taken by the police station is to register a FIR. But in this country, FIR regarding the riots in Delhi in 1984 was not registered for 12 years. Nothing can be more unfortunate than this. Hence the judgement given by the judges of Supreme Court really deserves appreciation. Similarly the judgement given in the case of accommodations is also commendable. Those who get the accommodation once, did not vacate it. People used to submit certificates on false grounds that they have a heart problem and they have to get a medical check up done etc. The Supreme Court gave its judgement that the houses should be vacated within two months, otherwise they will have to pay the market rate. The Supreme Court judges have given many such judgements which have created a sense of respect in the hearts of the people and this should be strengthened further. Shri Lodha has mentioned one more point and I would like to support it. Since we are discussing the Bill related to the Service conditions of High Court and Supreme Court judges, that is why we are paying attention to it, although it is not sufficient. Shri Ramakant has said that the issue of amendment has been raised after a period of ten years...*(Interruptions)* Mr. Speaker, Sir, I have seen sub-Judges, District judges, additional judges in the lower courts and when we attend their courts, we find them wearing a black tie over a printed shirt. They say what should they do. If you expect that with Rupees two thousand, two and a half thousand or three thousand...*(Interruptions)*

SHRI KALPNATH RAI (Ghosi) : What is the status of a Member of Parliament?

SHRI SATYA PAL JAIN : I am replying to your question.

SHRI KALPNATH RAI : Who else is poorer than a Member of Parliament in India. I consider Mr. Somnath Chatterjee as our judge. He belongs to Communist party.

About 500 persons from U.P. and Bihar come to my residence daily. When I visit my constituency, the people of my constituency offer me tea and lunch. But if the people of my constituency come to my residence, I am not in position even to offer them tea because of my inadequate salary.

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : I belong to C.P.M. I surrender my whole salary in my party fund.

Yet, my position is good...*(Interruptions)*

MR. DEPUTY SPEAKER : Let him speak first...*(Interruptions)*

PROF. RASA SINGH RAWAT (Ajmer) : Had there been no Judiciary what would have happened to fodder scam.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Shri Kalpnath has raised the question of the dignity of the Members of Parliament...*(Interruptions)* Do not take that much side.

SHRI SAYED MASUDAL HOSSAIN : I do not belong to a rich family like yours. I am from a poor family. My living standard is still unchanged. There is no T.V. Refrigerator or cooking gas in my house. You can visit the V.P. House and see yourself.

*(English)*

SHRI SOMNATH CHATTERJEE : What is happening? Please bring the House to order.

*(Translation)*

SHRI KALPNATH RAI : Can a Member of Parliament win an election with only Rupees four and a half lakh? It is possible. Is there any member who can swear by God that he or she has won the election with Rupees four and a half lakh only.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : An Officer spends lakhs of rupees on the birthday party of his children. He manages to earn Rs.10 Crore in a year. You please do not favour the officers so much...*(Interruptions)*

PROF. RASA SINGH RAWAT : The truth is always bitter.

SHRI SATYA PAL JAIN : We should also consider the conditions of service of the District Judges and Judicial Magistrates because the past Governments have not cared to consider their conditions of service and bring improvement therein.

Several Members of Parliament including Shri Kalpnath have mentioned it...*(Interruptions)*. I am talking of the ruling party. I would like to submit that the allowances of the Members of Parliament should also be raised. Shri Kalpnath is a senior Member of this House but I have been elected for the first time. If you wish, you may bring an amendment in this regard. Nobody would oppose it.

However, it should be borne in mind that in our country, the senior has to sacrifice. We are the representatives of people and we are representing the whole country. All eyes are centred on us. In this country, great people have made sacrifices. The Children of Guru Govind Singh were bricked up alive, Lord Rama had to face exile, Lord Krishna had to stay away from his home for 14 years and Mahatma Gandhi had to face bullet. The people who give ideal shape to the society will have to make sacrifice. If one thinks that we must give idealism to the Society without any sacrifice, it reflects our weak mentality. One will have to face difficulties at personal level to build an ideal society. We cannot escape from it. This issue was also raised in the orientation programme organised for newly

elected Members of Parliament. I have been an advocate of a High Court. I feel that the salary and allowances of the M.P.s...*(Interruptions)*

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It is less than what you used to get.

SHRI SATYA PAL JAIN : I am speaking on this subject by rising above party line. I am not talking of my party...*(Interruptions)*. Shri Chatterjee is sitting here. Unfortunately, we give political colour to every issue and consequently, better results do not come out. While practising law, if a lawyer indulges in dishonest acts action should be taken against him. If a judge indulges in corruption an impeachment motion should be moved against him. There is always a way out. If someone gives you a crore of rupees on your birthday you should expose him. When a judge gets 50 litre extra petrol, why do you oppose it. I, therefore submit that we should rise above party line and think about it. I am here as Member of my party but we have to think about the whole system. I think you are young and might have been elected to this House for the first or second time. Sometimes, you should also think impartially. Personal allegation will not lead to any solution. You belong to the ruling party. I can shout down you. It does not behove a member of the ruling party. You may bring ten Bills. No one will stop you but you should not indulge in such things...*(Interruptions)*

*(English)*

MR. DEPTY SPEAKER : Shri Yadav, Please sit down.

*(Translation)*

SHRI SATYA PAL JAIN : Mr. Deputy Speaker, Sir, I did not want to use harsh words against him as I also participate in the activities of a cultured society. I know how to speak. A person should try to emulate good things

Mr. Deputy Speaker, Sir, now I would like to speak about the transfer policy of the judges. Today, about the transfer policy of the judges...*(Interruptions)*

*(English)*

MR. DEPUTY SPEAKER : Shri Yadav, please sit down. How many times do I have to tell you? This is not good.

*(Translation)*

SHRI SATYA PAL JAIN : Mr. Deputy Speaker, Sir, besides the salary of the judges, I would also like to touch upon the issue of their transfer policy. The transfer policy of the judges of the High Court...*(Interruptions)*. Mr. Deputy Speaker, Sir, we will have to reconsider this policy. When the transfer policy of the judges was evolved, the situation was different then. In the High Court of my state, a judge from Kerala joined on transfer.

He was suffering from a heart problem. His wife neither knew English nor Hindi. Therefore, she could not convey to the doctor the message regarding the heart problem of her husband. However, the message reached the doctor with great difficulty and the doctor came to her house. Thus, the life of the judge could be saved. The language problem has arisen during the transfer of the judges. They do not get accommodation. The judges have been living in single room sets for more than two years. One cannot avail the facility of library there. They even cannot take their families with them. Last month I had gone to Himachal Pradesh. At that time a judge of the High Court in Himachal Pradesh had been living in a guest House after undergoing by-pass surgery.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Why are you speaking so much about the judges?

MR. DEPUTY SPEAKER : Please sit down. Why are you standing again and again?

SHRI SATYA PAL JAIN : Mr. Deputy Speaker, Sir, so far as Delhi riots are concerned...*(Interruptions)* I will not let you speak a single word...*(Interruptions)*.

*(English)*

I know how to deal with people like him, no problem.

*(Translation)*

I will not let you utter a single word.

*(English)*

I will not allow you to utter a single word. You cannot shout more than I can. Behave sensibly. Otherwise I know how to deal with people like you. Kindly have some patience

This is not the way.

*(Translation)*

There should be a way to present one's views...*(Interruptions)*.

*(English)*

You cannot shout on me. I have a right to speak. This is not the way. A day will come when I will not allow you to utter a word if you behave like this...*(Interruptions)*

*(Translation)*

I am presenting my point. I urge upon you to speak only when your turn comes. I have been tolerating you for the last half an hour. You should at least realise this thing...*(Interruptions)*.

*(English)*

MR. DEPUTY SPEAKER : Please sit down.

*(Interruptions)*

*[Translation]*

MR. DEPUTY SPEAKER : An hour was fixed for discussion on this Bill. The time is over now. There are seven other Members to speak. Shall we extend the time?

MANY HON'BLE MEMBERS : Yes, Sir.

MR. DEPUTY SPEAKER : Well. Let us extend the time for this Bill by one hour more.

*[English]*

The House now stands adjourned, to meet tomorrow the 17th July, 1996 at 11.00 a.m.

18.00 hrs.

*The Lok Sabha then adjourned till eleven of the clock on Wednesday, July 17, 1996/Asadha, 26, 1918 (Saka).*

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