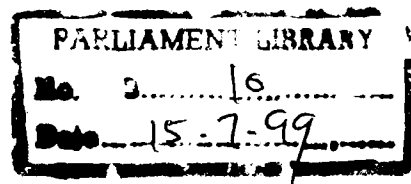


LOK SABHA DEBATES

(English Version)

Second Session
(Twelfth Lok Sabha)



(Vol. II contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
NEW DELHI**

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Corrigenda to Lok Sabha Debates
(English Version)

...
Monday, June 8, 1998/Jyaishta 18, 1920 (Saka)
...

Col./line	For	Read
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190/3 (from below)	SHRI KABINDRA PURKAYASTHAN	SHRI KABINDRA PURKAYASTHA
372/5	SHRI ARIF MOHAMMAD KHAN	SHRI ARIF MOHAMMED KHAN
405/9	THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBI DURAI)	THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI)
411/19	THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BAHARATI)	THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI)
444/19	SHRI SONNATH CHATTERJEE	SHRI SONNATH CHATTERJEE
467/2 (from below)	SHRI LAL MUNI CHAUBE	SHRI LAL MUNI CHAUBEY
479/13 (from below)	SHRI PRITHVIRAJ D. CHAUHAN	SHRI PRITHVIRAJ D. CHAVAN
481/8	SHRI ATAL BI BHARI VAJAPAYEE	SHRI ATAL BIHARI VAJPAYEE
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LOK SABHA DEBATES

LOK SABHA

Monday, June 8, 1998/Jyaistha 18, 1920 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[MR. SPEAKER *in the Chair*]

OBITUARY REFERENCE

[English]

MR. SPEAKER : Hon. Members, I have to inform the House about the sad demise of Shri Shikiho Sema.

Shri Shikiho Sema was a Member of Ninth Lok Sabha representing Nagaland during 1989-91. Earlier, Shri Sema was a Member of Nagaland Legislative Assembly during 1982-88.

He held the offices of Minister of State during 1982-86 and Cabinet Minister during 1986-88 in the Nagaland Government.

A well-known political and social worker, Shri Sema worked relentlessly for the upliftment of the poor and downtrodden.

An able Parliamentarian Shri Sema was a Member of the Consultative Committee of the Ministry of Defence in 1990.

Shri Shikiho Sema passed away on 4 May, 1998 at Dimapur, Nagaland at the age of 52.

We deeply mourn the loss of this friend and I am sure, the House will join me in conveying our condolence to the bereaved family.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed soul.

11.02 hrs.

The Members then stood in silence for a short while.

MR. SPEAKER : Question No. 162 : Shri Girdhari Lai Bhargava.

... (Interruptions)

[Translation]

DR. SHAFIQUR RAHMAN BARQ (Moradabad) : Mr. Speaker, Sir the police have unleashed a reign of terror in Hyderabad ... (Interruptions) 12 Muslims have died ... (Interruptions)

[English]

MR. SPEAKER : Shri Girdhari Lal Bhargava — Absent.

[Translation]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, discussion should be held on Hyderabad riots ... (Interruptions)

SHRI S.S. OWAISI (Hyderabad) : Mr. Speaker, Sir, a dozen people have died and 44 people have been injured ... (Interruptions) First a discussion should be held on the subject ... (Interruptions) A large number of Muslims have been injured there.

SHRI RAMDAS ATHAWALE (Mumbai North-Centre): The incidents of Hyderabad are a blot on our country and Parliament. The matter should be debated here.... (Interruptions)

SHRI SHAILENDRA KUMAR (Chail) : A discussion should be held on the deaths that have taken place in Hyderabad ... (Interruptions)

[English]

MR. SPEAKER : I will allow you to raise your issue after the Question Hour. Please take your seats now.

... (Interruptions)

MR. SPEAKER : I have discussed with your leaders also. I will allow you to raise your issue during the Zero Hour. Please sit down now.

... (Interruptions)

MR. SPEAKER : Question No. 163 : Shri R. Sambasiva Rao - Absent

Shri A. Siddaraju — Absent.

Question No. 164 : Shri Bhagwan Shankar Rawat — Absent.

... (Interruptions)

MR. SPEAKER : Please take your seats. I understand your feelings.

...(Interruptions)

MR. SPEAKER : Shri R. Muthiah, please take your seat.

...(Interruptions)

[Translation]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, Question Hour should be suspended and a discussion on Hyderabad riots should be held.

[English]

MR. SPEAKER : Hon. Members, I understand your position and feelings. I have also discussed with the leaders and I will give you chance to raise this issue during the Zero Hour. Please allow the Question Hour to Continue.

...(Interruptions)

MR. SPEAKER : Shri Mohan Singh, I will allow you. Please understand. I have discussed with the Leaders also. I will allow you during Zero Hour. Please take your seats.

...(Interruptions)

MR. SPEAKER : Shri Muthiah, please take your seat.

...(Interruptions)

11.05 hrs.

(At this stage Dr. Shafiqur Rahman Barq and some other Hon. Members came and sat on the floor near the Table)

MR. SPEAKER : I will allow you. Please go to your seats.

...(Interruptions)

MR. SPEAKER : Shri Owaisi, you are a senior Member. Please go to your seat. I will allow you.

...(Interruptions)

11.08 hrs.

(At this stage Dr. Shafiqur Rahman Barq and some other hon. Members left the House)

MR. SPEAKER : Shri Muthiah, please ask your Members also to resume their seats.

Please resume your seat. I understand your feelings. Please resume your seat.

...(Interruptions)

MR. SPEAKER : Hon. Members, please resume your seats. I will allow you.

...(Interruptions)

11.10 hrs.

(At this stage, Shri R. Muthiah and some other hon. Members left the House)

...(Interruptions)

MR. SPEAKER : Shri Ramdas Athawale, please take your seat.

...(Interruptions)

MR. SPEAKER : Now Question No. 165. Nothing will go on record except Shri K.C. Kondaiah's question.

...(Interruptions)*

ORAL ANSWERS TO QUESTIONS

[English]

Industry Status to Film Industry

+
*165. SHRI K.C. KONDAIAH :
SHRI MAHESH KANODIA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have decided to confer the full benefits of "industry" to film industry and introduce other reforms;

(b) if so, the details of the steps taken in this direction so far; and

(c) the benefits likely to accrue to the film industry by granting it the status of "industry"?

[Translation]

THE MINISTER OF INFORMATION AND
BROADCASTING AND MINISTER OF

*Not Recorded.

COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) :
(a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) The Government have decided to confer industry status on the film sector. Consequent to this decision, this Ministry has initiated proposals with the primary objective of making film production and other related activities eligible for institutional and bank finance.

It has also been decided to set up a Development Council for the film industry to address the various issues and problems faced by them and suggest appropriate measures for the overall growth and development of the film industry. In addition, an Export Promotion Body is proposed to be constituted to actively promote the export of Indian films and other audio visual products in a coordinated manner.

The State Governments have been requested to consider, *inter alia*, grant of industry status to the film sector so that the attendant benefits could be available to film related activities. The question of rationalising the existing Entertainment Tax structures has also been taken up with the State Governments.

It is expected that these measures would result in moving the film industry towards increasing corporatisation and a more systematic functioning for future growth.

[English]

SHRI K.C. KONDAIAH : The question is whether the Government has decided to give the film industry the status of industry. Mr. Speaker, Sir, with the reply, the Government have decided to confer industry status on the film sector. I would like to know from the hon. Minister the time frame for making this effective, whether they want to have a separate financial institution for the film industry and...*(Interruption)* if so, whether the industry will have State-wise financial institutions like the State Industrial Development Corporation or will a Film Development Corporation be set up.

[Translation]

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, we have taken a policy decision to give film sector the status of Industry so that it could get institutional finances ...*(Interruptions)*

SHRI MOHAN SINGH : Some members of ruling party have staged a walk out, then how the minority Government is giving reply ...*(Interruptions)*

[English]

MR. SPEAKER : Shri Athawale, this is Question Hour. Please sit down.

[Translation]

SHRIMATI SUSHMA SWARAJ : The modalities are now being finalised as to what should be the mechanism for it. As Hon'ble Member has stated, it is under consideration as to whether there will be a separate Film Finance Corporation or the States will form separate film finance corporations. I have written to the Chief Ministers of all the States to give the film sector the status of Industry so that institutional finances could be made available to them. Though, modalities have not been finalised yet, all the options are open. We have taken a policy decision to confer the status of industry to film sector.

[English]

MR. SPEAKER : Shri Kondaiah, you may now put your second supplementary.

SHRI K.C. KONDAIAH : I do not have a second supplementary.

MR. SPEAKER : Is it over !

[Translation]

SHRI MOTILAL VORA : Mr. Speaker, Sir, I would like to know from the Hon'ble Minister that as the Government have given the film sector the status of industry and is going to discuss the matter with the State Governments, will she ensure that the meeting of the Government with the Chief Ministers or Industry Ministers of the States takes place in a definite time span.

SHRIMATI SUSHMA SWARAJ : We shall definitely ensure. All these things are necessary to implement the policy decision. Time limit cannot be fixed for it but a decision has already been taken to hold a meeting. We have written letters to the Chief Ministers of the States to take steps in this regard.

SHRI MOTILAL VORA : There is no justification in taking such decision unless the time limit is fixed up...*(Interruptions)*

SHRIMATI SUSHMA SWARAJ : I am talking about the date. Date of the meeting has to be fixed up but I can assure that the decision will be taken soon in this regard.

[English]

SHRI MOTILAL VORA : It is the same vague reply. Let it be in the month of July, August or September, but you have to fix the date. ...*(Interruptions)*

[Translation]

SHRIMATI SUSHMA SWARAJ : It is not a vague reply and there could not be a better categorical reply than this.

[English]

SHRI MOTILAL VORA : There is no sense in giving such vague replies...*(Interruptions)*

DR. T. SUBBARAMI REDDY : I would like to know from the hon. Minister of Information and Broadcasting — it is very nice that you have decided to give full benefits of industry to the film industry — whether they are going to give instructions to the Reserve Bank of India and all the banks and financial institutions to recognise the film Industry as a regular Industry and give credit. The reply says that it is being processed. It is a very vague reply. We want a categorical, concrete, practical, effective and straight answer.

[Translation]

SHRIMATI SUSHMA SWARAJ : I am giving a very effective reply. We have assigned this job to Secretary, I&B to further talk to the officials of Reserve Bank in this regard and it has been done. I myself talked to the Minister of Finance. Secretary, Information and Broadcasting has talked to the Secretary, Finance Department. The Minister of Finance has given some concessions also to the film sector in this year's Budget. The decision has got the sanctity of the Hon'ble Minister when sitting in this very House he mentioned that his colleague, the Minister of Information and Broadcasting has given the status of Industry to the film sector. Therefore I would like to assure you that neither the reply is vague nor the decision is vague. Decision is effective and the further steps being taken to implement it are also effective.

SHRI MOTILAL VORA : The Central Government took the decision without taking the State Governments into confidence ...*(Interruptions)*

SHRI SHAILENDRA KUMAR : Mr. Speaker, Sir, through you, I would like to know whether land has been acquired in Noida at Gaziabad to develop it as film city and to recognise it as an industry. Funds were also provided by various Governments for this purpose. As

the debate is regarding the industry status given to film city, I would like to ask the Hon'ble Minister through you about the progress made in Noida in this sector.

[English]

MR. SPEAKER : Please understand the question. The main question is relating to giving 'industry' status to the film industry.

[Translation]

SHRIMATI SUSHMA SWARAJ : The question is not related to the Question. The Film city about which he is asking is related to the U.P. Government.

SHRI SHAILENDRA KUMAR : The information which I have sought is related to the Ministry of Information and Broadcasting.

[English]

SHRI VARKALA RADHAKRISHNAN : There are very many hurdles in declaring and giving 'industry' status to the film industry. In the reply by the hon. Minister, there is a mention about the Entertainment Tax. In different States, different Entertainment Taxes are levied. That Tax is levied on a different footing. Will the Central Government examine this aspect of having a uniform Entertainment Tax applicable throughout India? Now it is being decided State-wise. So, this is the first question which the Government will have to consider.

Secondly, regarding the Awards that are being given to industries and to film makers, we have State-level Awards and also Central level Awards. All these are decided on a different footing. It also involves a variety of legal as well as artistic questions. Will the hon. Minister be pleased to look into all these matters and come to a definite policy that would be applicable throughout India?

[Translation]

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, the Hon'ble Member has asked a very valid question. I would like to tell him that the subjects of Entertainment Tax and Awards are under our consideration. Actually, these decisions are taken at State level because these subjects are in State list. In the national Conference, in which the decision to give the films the status of industry was taken, a demand was made to include the film sector in the concurrent list. After that conference, I wrote to the State Governments regarding entertainment tax. I wrote that at some places, that tax is 167% which is very counter productive and asked them to rationalise entertainment tax. I also sought the approval of State

Governments to include the film sector in concurrent list. Therefore, in reply to the question asked by Shri Vora, I stated that I am going to call a meeting in that regard. All these subjects are under my consideration and I have written one full paragraph on the entertainment tax in the letters which I wrote to the Chief Ministers of the States. The concern expressed by the hon'ble member can be removed only by including the films in the concurrent list. For this purpose, consensus of the Chief Ministers is necessary which I have sought through the letters.

SHRI SUSHIL KUMAR SHINDE : Mr. Speaker, Sir, the Hon'ble Minister has announced in Mumbai the industry status to the films. There are schemes like Return of Tax and Tax Exemption which are very important for the Marathi films. After financing one film, the banks may not finance the other with a good amount of capital. Will you consider such issues also? You are talking of concurrent list but States do not agree to include certain subjects in Concurrent List. Whether Government have accepted this national issue? I agree that film industry is in trouble these days. An hon'ble Member was saying here that Marathi Film city is at Kolhapur in Maharashtra. One of our colleague from Mumbai is present here.

[English]

MR. SPEAKER : Please put the Supplementary Question.

SHRI SUSHIL KUMAR SHINDE : I have completed. I am saying all this because this will help them. I am not putting a definite question, but I am just giving information so that they could take a concrete decision as and when they decide on this issue.

[Translation]

A film which gets the benefit of tax exemption or return of tax, faces a big problem of finance. Therefore, I would like to ask as to whether you are going to give any directions to Reserve Bank of India in this regard?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, I would like to tell the Hon'ble Shri Shinde that the decision of giving the status of Industry to Film sector has been taken with the very purpose of providing bank finance to the films. Banks cannot finance the film industry until the Central Government confer the status of industry to the film sector. I have replied this in connection with including of entertainment tax in the Concurrent List. Central Government can enact many laws regarding the films if this subject is included in the concurrent list. This step has been taken with the objective of making film producers and directors eligible for the institutional finances and re-finances. Shri Shinde, the decision has been taken

to resolve your worry and you should know that now we are going ahead to implement the decision.

SHRI SURENDRA SINGH : Mr. Speaker, Sir, Hon'ble Minister has stated in his reply that film sector has been given the status of industry and banks are being directed to give all the concessions to the film industry which are being given to other industries. I would like to know from the hon'ble Minister through you that if a film producer borrows a loan of say, 10 crores from a bank and its unit becomes sick, then how the bank will recover its loan? In case of other industries, loans are recovered by auctioning the land or machinery but the film producer has no such assets. Then, if a film flops, how the bank will recover its loan?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, I would like to tell the hon'ble Member Shri Surendra Singh that Government only makes the enabling provisions. Whether the project is viable or not, money will be returned or not and how the loan is to be recovered, is to be decided by the Bank. Loans are sanctioned after the detailed study of the project reports regarding its viability, recovery of the loan etc. It is not that everybody gets the loan. The Government is making an enabling provision. Till now, there was a restriction on the banks and they could not give loans to film producers because film were not considered as an industry. Now that restriction has been removed. Earlier even the good film projects were not considered by the banks due to this restriction. Now, if a bank realises that the project is not good, then loan will not be sanctioned but if it considers that the project is viable and money will be recovered, it is free to grant the loan. The Hon'ble Member should not worry regarding the procedure of the loan recovery as it is a part of the working of the bank.

DR. ASHOK PATEL (Fatehpur) : Mr. Speaker, Sir, the Hon'ble Minister has just now said that film making has been given the status of industry. Through you, I would like to know from her as to how much loan the film maker will get because some films can be completed in 1 crore and some films cannot be completed even in 10 crores. The second thing is that if due to some reason the film flops then what would be the procedure for recovering that amount of loan? Third thing which I would like to know is that in what manner subsidy will be given to film Industry? Will the Government make any arrangement for giving subsidy to films, if these flops on the lines of industrial subsidy. Fourthly, the Hon'ble Minister has just now said that she is going to constitute a Development Council to decide the matters relating to film making, I would like to know the time by which it will be constituted, how many members will it have and who will be its member?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, first I would like to tell that Development Council and bank loan are two different things. Bank loan has no relation to the constitution of Development Council. So far as part I of the question is concerned, I had given reply to Shri Surendra Singh that it is the bank which will see whether the project is viable or not. The Government will make only enabling provisions. The Government has decided that now banks can see the projects and after seeing the projects they will take decisions. As far as the question of Development Council is concerned, it will work as an Advisory Committee to look after all matters relating to film industry. We have decided to have around 25 members all connected with the film industry.

SHRI RAMDAS ATHAWALE Mr. Speaker, Sir, through you I would like to tell the Hon'ble Minister that the Government has taken a very good decision by giving status of industry to film making but I would like to know whether any provision has been made to safeguard the rights of labourers and technicians who are helping in film making?

Secondly, black money is increasing in film industry. If the Government is giving it the status of industry then has the Government taken any decision to remove the problem of black money? Thirdly heroes and heroines and other actors and actresses sometimes demand 50 lakh or even 1 crore or 2 crore rupees, though they should get money according to their work. Due to this reason, black money in film industry is increasing which is posing great danger to the country. I would like to know from the Hon'ble Minister whether she is going to impose some restrictions on this or not?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, three in one supplementary has been put to which I would like to give reply in 3 different parts. The first question asked by the hon. Member relates to work force and the hon. Member has asked whether there is any benefit or not if film making has been given the status of industry. It is a very valid question. I would like to tell the hon. member that even when the film industry was not given the status of industry, some Acts, like the Shops and Establishments Act, were in force for the workers working in film industry. We have imposed cess on films for the welfare of workers for example, Rs. 10,000 is charged for Hindi films, Rs. 2000/- for Assamese films and Rs. 5000/- for Oriya films and likewise for other films. This money is utilised only for the welfare of film workers. Various issues connected with the industry will also arise, such as which Act should be applicable to them and which Act should not be made applicable. I want to say that the Ministry of Welfare looks after the welfare of workers and if they put any problem before us

for its solution, then even though status has been given to film industry, we will certainly consider that problem sympathetically. As regard the second part in which he has mentioned about black money. I want to say that this decision which we have taken is in furtherance of our commitment to good cinema. We have taken this decision to fulfill our commitment or dedication for giving a good cinema. If we want good cinema then we should give good money also. So when they start getting institutional finance and seek money from any source, they will be automatically subjected to certain restrictions. Thirdly, he has mentioned about actors and actresses. I would like to tell him that it is a creative art and we cannot impose restrictions on creativity by fixing the amount an actor should charge. Actors can demand any amount for his creativity. If he gives tax on his income, then question of black-money will not arise. The Ministry of Finance will certainly be looking into it. But if we impose fee restrictions on actors or actresses, that will mean that we are restricting their creativity. The Ministry of Information will not impose any such restrictions.

Payment of Licence Fee

*166. SHRI RAMANAND SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to give time relaxation to the cellular companies for the payment of licence fee;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in the matter.

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) to (c) Representations have been received from the Cellular Operators Association of India regarding the moratorium on payment of licence fees for two years and extension of the licence period. Bureau of Industrial Costs and Prices (BICP) has been requested to carry out a techno-economic study of Cellular Service Industry. A final decision in the matter will be taken on receipt of BICP report and consideration of all aspects of the matter.

Pending BICP's study, ICICI were also requested to undertake a quick study of the operational performance of the industry. Since intricate issues are involved and inter-ministerial consultations will be needed, it is difficult to set a time limit.

SHRI RAMA NAND SINGH (Satna) : Mr. Speaker, Sir, I would like to know from the hon'ble Minister as to

by what time the technical study by Bureau of Industrial Cost and Prices (B.I.C.P.) will be completed and by when final decision in this regard will be taken?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, August, 1998 was fixed as its last date but before coming here, I tried to find out the latest position. I have come to know that they have asked for one more month, which means that its study report will come by September, 1998 and after going through the report, decision will be taken shortly thereafter.

SHRI RAMA NAND SINGH : Mr. Speaker, Sir, the hon'ble Minister had said that inter-ministerial consultation will also be held. I would like to know by when this work of consultation will start?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, the concern of Ministry of Finance will be upper most in inter-ministerial consultation. The date has not been fixed for inter-ministerial consultation but as soon as study report of BICP is received, after considering that, we will implement that inter-ministerial advice.

DR. SANJAY SINGH : Mr. Speaker, Sir, through you I would like to ask the Hon'ble Minister as to by when connection of cellular phones will be provided at district level in the country and by when inter-district connection will be done?

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, we cannot fix any date for district or inter-district level connections because the private industry which has entered into this field has not yet started work properly in circle related ceils. According to them, their previous estimates have all gone haywire; they are asking for moratorium and extension of licence fee period. That is why this matter is not making progress. Considering all this, it is not proper for me to give any date in the House.

SHRI BHAGWAN SHANKAR RAWAT : Will the hon'ble Minister tell something?

SHRIMATI SUSHMA SWARAJ : About what?

SHRI BHAGWAN SHANKAR RAWAT : I would like to know about Question No. 164.

SHRIMATI SUSHMA SWARAJ : Question No. 164 has already passed. Now, Question No. 166 is going on.

SHRI BHAGWAN SHANKAR RAWAT : I was sitting here. Just now I have been informed that the Question was lost in the pandemonium in the House. I did not listen ... (*Interruptions*)

[*English*]

MR. SPEAKER : No, no, Question No. 164 was called. Now, Question No. 166 is going on. You can ask your supplementary on Question No. 166.

[*Translation*]

SHRI BHAGWAN SHANKAR RAWAT : Sir, I could not listen in disturbance. What can I do?

[*English*]

MR. SPEAKER : No, please. You can ask your supplementary on question No. 166 and not on 164.

[*Translation*]

SHRI BHAGWAN SHANKAR RAWAT : Please allow half-an-hour discussion on my Question.

[*English*]

MR. SPEAKER : That is not the procedure. Please ask your supplementary for Question No. 166.

[*Translation*]

SHRI BHAGWAN SHANKAR RAWAT : Please allow half-an-hour discussion on this. The report of Jaswant Singh Commission is very important. A demand is being made throughout the country for setting up benches of High Courts. The Government is saying that it will work according to Jaswant Singh Commission but no work is being done ... (*Interruptions*)

[*English*]

MR. SPEAKER : We will examine it. More than ten Members have put their supplementaries on that Question.

[*Translation*]

SHRIMATI SUSHMA SWARAJ : Mr. Speaker, Sir, your argument is valid in normal circumstances. When Question No. 164 was called at that time there was furore in the House, that is why I feel what Hon'ble Member is saying, that he had not listened this, is logical. Hon'ble Minister is present here. If you allow to raise Question No. 164, he is ready to reply ... (*Interruptions*) When you called Question No. 164 at that time no one listened ... (*Interruptions*)

[*English*]

MR. SPEAKER : We will examine it. Now, you put your supplementary for Question No. 166.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : I am asking this in connection with Question No. 164 ...*(Interruptions)*

[English]

MR. SPEAKER : No, please. This is question No. 166.

[Translation]

SHRIMATI SUSHMA SWARAJ : He has not raised this hand to ask supplementary on Question No. 166.

SHRI BHAGWAN SHANKAR RAWAT : I am talking about Question No. 164.

[English]

MR. SPEAKER : Please, this is question no. 166. Put your supplementary for question no. 166 otherwise I will go to question no. 167.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : All right.

[English]

SHRI ANIL BASU : Sir, the answer of the hon. Minister is very evasive. She has announced that the Government have decided to accord industry status to the film industry.

MR. SPEAKER : That relates to question No. 164.

[Translation]

SHRIMATI SUSHMA SWARAJ : That question has already passed. This is question no. 166...*(Interruptions)* what is happening today ...*(Interruptions)* After question No. 165, I have given reply to many supplementaries ...*(Interruptions)*

[English]

SHRI ANIL BASU : Sir, then I am very much sorry.

SHRI SOMNATH CHATTERJEE Sushmaji, everybody is mesmerised by you.

Women Judges in High Courts

+
*167. SHRI SADASHIVRAO DADOBA MANDLIK :
SHRI A. VENKATESH NAIK :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of women judges in the High Courts in the country with State-wise break-up;

(b) whether the Government propose to appoint more women judges in the High Courts;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBI DURAI) : (a) A Statement is laid on the table of the House.

(b) to (d) Appointment of Judges of the High Courts are made in terms of Article 217 of the Constitution which does not provide for reservation for any caste or class of persons. The Government have, however, addressed letters to the Chief Ministers of the States and the Chief Justices of the High Courts from time to time requesting them to locate persons from the Bar belonging to Scheduled Castes, Scheduled Tribes, other Backward Classes, Minorities and Women who are suitable for appointment as High Court Judges.

Statement

S.No.	Name of High Court	No. of Women Judges
1	2	3
1.	Allahabad	—
2.	Andhra Pradesh	1
3.	Bombay	3
4.	Calcutta	1
5.	Delhi	1
6.	Gauhati	1
7.	Gujarat	1
8.	Himachal Pradesh	1
9.	Jammu & Kashmir	—
10.	Karnataka	—

1	2	3
11.	Kerala	2
12.	Madhya Pradesh	1
13.	Madras	2
14.	Orissa	—
15.	Patna	1
16.	Punjab & Haryana	1
17.	Rajasthan	1
18.	Sikkim	—
		17

[Translation]

SHRI SADASHIVRAO DADOBA MANDLIK : Mr. Speaker, Sir, from the statement given by Government we find that the number of women judges is very low. There are only 17 women Judges in the country. What was the response of letters written to State Governments, Chief Ministers and Chief Justices? My specific question is whether Government have any proposal to reserve seats for women judges in High Courts, besides Parliament and Legislative Assemblies?

[English]

DR. M. THAMBI DURAI : I have already mentioned in reply to part (b) and (c) of the question that there is no provision as such for giving reservation to women. We are only requesting the Chief Ministers and Chief Justices to consider women if at all they are suitable for the posts of Judges. But, there is no provision for giving reservation.

[Translation]

SHRI SADASHIVRAO DADOBA MANDLIK : Mr. Speaker, Sir, I would like to ask whether Government are making any special efforts regarding 33% reservation of seats for women judges?

[English]

MR. SPEAKER : On this Question, I will allow only lady Members to ask the supplementaries.

DR. M. THAMBI DURAI : I have already said that there is no provision for giving reservation to women. The Government has taken many steps in this regard. We have written letters to the Chief Ministers and Chief Justices to recommend the names of the suitable persons for the post. Earlier also, when Shri Shiv Shankar was the Minister of Law, he had written the similar letter to various Chief Ministers and Chief Justices. My predecessor also had written the similar letter. We are making efforts to see that more women are given chance, but there is no reservation policy as such.

SHRIMATI GEETA MUKHERJEE . Sir, it is not a question of reservation policy. The fact remain that in many High Courts — I know at least about the Calcutta High Court there are a number of leading women lawyers many of whom can surely become good judges, but it is a matter of regret that in Calcutta High Court last year we had three woman judges and this year the number has come down to one. The names of how many women have been included in the next round of the recommendations, which have gone from Rashtrapatiji in consultation with the Supreme Court? If no name has been included, what efforts have been made by the Government to improve the situation immediately?

DR. M. THAMBI DURAI : Sir, the recent letter which we have received from the Calcutta High Court is under consideration. The initiative has actually been taken by the Chief Justice of the Calcutta High Court.

So far as appointing woman judges is concerned, we have already written letters to consider it favourably but so far we have not received any information. Whenever any recommendation comes in future, we will definitely consider it.

SHRIMATI JAYANTI PATNAIK : Mr. Speaker, Sir, we had one woman judge in my State also in the past but there is none now. I would like to know from the hon. Minister, the percentage-wise figures of women lawyers, women judges and women members of bars, vis-a-vis the women and male judges, for the whole country as well as my State.

DR. M. THAMBI DURAI : Sir, I will have the percentages calculated and send them in a couple of days.

SHRIMATI JAYANTI PATNAIK : The number is negligible, that is why I want to know about it.

MR. SPEAKER : Because there is no other lady Member on this question, I would allow the male Members now. Shri Somnath Chatterjee.

SHRI SOMNATH CHATTERJEE (Bolpur) : One possible woman candidate for judgeship has now become 'Minister for Misinformation'.

Sir, the hon. Minister's mind seems to be elsewhere today. All his party colleagues have left him.

DR. M. THAMBI DURAI : I am here and I am fully aware of the issue. My colleague is sitting right here.

[Translation]

SHRI CHAMAN LAL GUPTA : Mr. Speaker, Sir, you had said that for this question, chance will be given to women member's ...*(Interruptions)*

[English]

MR. SPEAKER : Please take your seats. I have allowed Somnath Babu.

SHRI SOMNATH CHATTERJEE : Sir, there are many 'super-Speakers' in the House...*(Interruptions)*

MR. SPEAKER : Hon. Members, this is not good.

SHRI SOMNATH CHATTERJEE : What happened to Jhinhouli?

[Translation]

whether training has been given? ...*(Interruptions)*

DR. MURLI MANOHAR JOSHI : Nothing can be done if members start speaking continuously ...*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE : Sir, this is too much. There is a limit to interruptions ...*(Interruptions)*

MR. SPEAKER : Hon. Members, please take your seats.

SHRI SOMNATH CHATTERJEE : Sir, the Government of India has its offices in almost all the High Courts now. All the recommendations come from the Chief Justice of India now. That is the law now. The Supreme Court has the final authority. So far as selection of candidates in the judiciary is concerned, the Chief Justice of the Supreme Court does it and the Government of India cannot go back on it. So, why does the Government also not initiate moves in the matter, since it has officers, competent lawyers, in all the High Courts in India including the Supreme Court? The Government of India can also

find it out, instead of saying that the State Governments are not taking steps in this regard. I would like to know from the Government whether such a process is in existence or not.

DR. M. THAMBI DURAI : Sir, Shri Somnath Chatterjee has raised a very valid point. He knows very well that since the judgement of the nine-judge Bench, the Central Government has not been taking any initiative to find out suitable persons for appointment to these posts. Only the Chief Justice of the High Court initiates action. Afterwards the Chief Justice of the Supreme Court processes it and sends it to us, then we recommend to the concerned authorities. If this point has to be taken into consideration, certain procedures have to be changed.

SHRI S. MALLIKARJUNIAH : Mr. Speaker, Sir, I would like to know whether it has come to the notice of the Government that there are States which are demanding for creation of more Benches. If more Benches are created, will it not be open for the Government to appoint more women judges, especially so when the Government is committed for 33 per cent reservation for women?

DR. M. THAMBI DURAI : Sir, as far as Benches are concerned, it is a separate question.

MR. SPEAKER : He is asking about 33 per cent reservation.

SHRI M. THAMBI DURAI : He asked about Benches also. For 33 per cent reservation, we have to change the Act. After changing the Act only we can do it. Article 217 of the Constitution has to be amended for that. Only then it is possible and till that time we cannot do anything in this regard.

SHRI S. MALLIKARJUNIAH : Benches is not a new subject. It has already appeared in the Question List. Unfortunately, Shri Bhagwan Shankar Rawat was not in time to ask that question. The Minister must have thoroughly studied the subject. So, there should not be any problem in answering that question.

[Translation]

SHRI MOHAN SINGH : Mr. Speaker, Sir, the most unfortunate thing is that the law of the land itself which has to be implemented by the Judiciary is not applicable on Judiciary. The reservation laws made under Constitution of India, whether it is law for reservation of Dalits or for backward castes or for women or for those who are going to make laws, these are applicable to all but not to higher judiciary service. Therefore, I would like to know from the hon'ble Minister as to whether

Government is going to make some rules so that the most important law for social reform of the country can also be applicable to higher Judiciary service of India also in which women, Dalits and people of backward castes could also be recruited.

[*English*]

DR. M. THAMBI DURAI : We would refer the point raised by the hon. Member to the Law Commission. Let them go through it and suggest ways and means as to how we can make such changes. We will consider that.

[*Translation*]

SHRI MOHAN SINGH : It is very strange.

[*English*]

DR. M. THAMBI DURAI : There is no provision under article 217 of the Constitution. What can we do in this regard?

[*Translation*]

SHRI MOHAN SINGH : Sir, it is very strange that such an important law is not applicable on Judiciary of India itself.

[*English*]

SHRI E. AHAMED : The hon. Minister has mentioned in his reply that the Government will be sending letters from time to time to the Chief Justice of India and the Chief Justices of the States to locate persons from Scheduled Castes, women, minorities, etc. I would like to know the result of such an exercise. What is the response of the Chief Justices of the High Court as well as the Chief Justice of India with regard to the appointment of women, Scheduled Castes and minorities in this category? The matter of appointment of minorities in the High Court or the Supreme Court has been lagging far behind and it has not been taken into consideration. I would like to know the response of the hon. Minister?

SHRI M. THAMBI DURAI : The Ministry had written letters to the various authorities in this regard. Some improvement has taken place in this direction. Seventeen woman judges have been appointed because of the efforts of the Ministry.

As far as the suggestion of the hon. Member regarding the minorities etc. is concerned, I would like to say that there is no provision for reservation of any caste or class of persons under article 217 of the Constitution ...(*Interruptions*)

SHRI MOHAN SINGH : Why is it so? ...(*Interruptions*)

MR. SPEAKER : Shri Athawale, you are not supposed to stand up like this?

[*Translation*]

Yoga Education in Government Schools

*169. DR. RAM VILAS VEDANTI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to introduce Yoga education in all the Government schools of the country;

(b) if so, the details thereof; and

(c) the names of the States which have already decided to introduce Yoga education in their schools alongwith details in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) : Yoga has been already introduced as a part of Physical Education in the schools which are being directly run by the Central Government, viz., the Navodaya Vidyalayas and Kendriya Vidyalayas. The Government proposes to request all the State Governments to take identical steps in the schools being run by them. Necessary guidelines and syllabi to introduce Yoga in the school curriculum have already been developed by NCERT for suitable adoption. As a new initiative, an amount of Rs. 30.00 lakhs has been kept earmarked in the current year's budget for promotion of Yoga.

(c) The information is being collected from the States and will be laid on the table of the Sabha.

DR. RAM VILAS VEDANTI : Hon'ble Mr. Speaker, Sir, the question I had put pertained not only to the Central Government schools but also to all those

Government schools of the country where lakhs of children are studying. By yoga, I did not simply mean yoga but 'Ashtang Yoga' which includes 'Yama', 'Niyama', 'Aasan', 'Pranayam', 'Pratyahar', 'Dhama', 'Dhyana', and 'Samadhi'. Will the hon'ble Minister of Human Resource Development be pleased to state that since today education of yoga is being imparted in lakhs of schools throughout the country, does the Government propose to include education of yoga in the curriculum also? If so, whether arrangements are being made to ensure the inclusion of yoga in the curricula in not only the Kendriya Vidyalayas but in all the Government schools throughout the country?

DR. MURLI MANOHAR JOSHI : I have already replied to the question put by the hon'ble Member. Still I will repeat it. I have stated that the Central Government has requested all the State Governments to take identical steps in the schools being run by them. The primary and secondary education is imparted by most of the State Governments through their own Government schools. The Central Government runs schools either under Kendriya Vidyalaya Sangathan or the Navodaya Vidyalayas. The Central Government is directly responsible for setting the syllabi and running these schools only. The rest of the work has to be done by the State Governments and we have already requested them in this regard. So far as the Kendriya Vidyalayas are concerned, yoga is being taught as a subject since 1981. Every week, five period are devoted to physical education and yoga, out of which two periods are taken exclusively for imparting education in yoga. In Navodaya Vidyalayas, yoga is a part of physical education imparted daily. So far, as per our syllabus, yoga education is imparted as a part of physical education and the Government does not propose to introduce all the forms of 'Ashtang' yoga for the time being. N.C.E.R.T. has developed a syllabus which has been introduced by the Government everywhere and people have been told to initiate work as per the syllabus. Yoga training is imparted in all the Government schools of Delhi. There is a manpower of 711 yoga teachers, 28 yoga trainers and one yoga project officer. The Government of Delhi has started it after an in-depth study. Similarly, teaching of yoga is compulsory in Tripura. It is included in the syllabus from class VI to class X and examinations are also held in this subject. Thus yoga is being taught in our schools. Some State Governments have made it a compulsory subject. The Central Government has sought information from the rest of the State Governments also regarding the position, of teaching of yoga in their States. As soon as the information is received, it will be communicated to the hon'ble member.

DR. RAM VILAS VEDANTI : Mr. Speaker, Sir, through you, I would like to ask the hon'ble Minister that since syllabi are proposed to be issued for imparting education

of yoga in the State Government schools, whether the Central Government will also provide funds to the States for the above mentioned purpose or not? What are the views of the Central Government in this regard?

DR. MURLI MANOHAR JOSHI : I have stated that a provision of thirty lakh rupees has been made in the current year budget as a new initiative for promoting the teaching of yoga. The system being run by the State Governments earlier, has not been operational for past some time. A provision of 30 lakh rupees has been made this time for promoting it again and further amount will be provided keeping in view the initiative taken by the State Governments themselves and their role in running this programme. How can we release funds for them all of a sudden without having any knowledge of their programmes? The State Governments are being enquired about the work being done by them in this field. As soon as they communicate it to us and submit their projects, we will take them into consideration.

SHRI CHETAN CHAUHAN : Mr. Speaker, Sir, a demand has been made for quite some time now for the inclusion of the subject of physical education and sports in the concurrent list so that sports, physical education and yoga are taught as a compulsory subject in schools. Such a demand has been made for a long time.

I would like to draw the attention of hon'ble Minister towards the provision of thirty lakh rupees made for the teaching of yoga. Yoga is being treated as physical education. I would like to say to the hon'ble Minister that provision of 30 lakh rupees is meagre for such a vast country as India ...*(Interruptions)* would you increase it because incidence of diseases are increasing. If children are imparted training of Yoga right from the schools time, they can adopt it as an exercise and can make use of it throughout their lives. If the Government makes it compulsory, the children can be benefited.

DR. MURLI MANOHAR JOSHI : Hon'ble member has raised a very important question. However, as I have already submitted in the House that it is upto the State Governments as to what kind of education is imparted in their States and what arrangements are made in this regard? The projects and programmes submitted by them will be considered sympathetically. However, as per the present position, Central Government can pay attention only towards inclusion of training of yoga in the various teachers' training programmes of the State Governments. It is upto them to see as to how they propose to impart training of yoga and what sort of education they propose to impart in their schools. We have given suggestions to them and are seeking information regarding what they want to do and at what level they are imparting training. As for your question regarding inclusion of sports in the

concurrent list, it is a very important issue and is being considered seriously. The State Governments are also being consulted in this regard and very soon, a policy will be introduced in this regard. We are considering this demand with a sympathetic point of view.

[*English*]

SHRI T. GOVINDAN : Sir, I would like to know from the hon. Minister whether the Government has decided to close down some Kendriya Vidyalayas based on some project. In my constituency, Kasargod, Kendriya Vidyalaya No. 1 has been decided to be closed and admission for class I has been denied.

DR. MURLI MANOHAR JOSHI : The supplementary which the hon. Member has asked does not arise from this main Question.

[*Translation*]

DR. BIZAY SONKAR SHASTRI : Mr. Speaker, Sir, through you, I would like to submit that discussion is going on regarding yoga. Yoga is one of the branches of basic knowledge. Some other branches of knowledge viz. 'Swadarshana', 'Aagam-Nigam', 'Ayurveda', 'Sanskrit', 'Siddhasangeet', 'Siddha Chikitsa Padhatti', 'Vastu-Shilpa', 'Agriculture' etc. are also part and parcel of the basic Indian knowledge.

[*English*]

MR. SPEAKER : Please put your supplementary. Time is short.

[*Translation*]

DR. BIZAY SONKAR SHASTRI : Mr. Speaker, Sir, the world is charmed by a glimpse of half-profile of yoga. I have just discussed the other branches of basic knowledge. If this knowledge were revealed in all its entirety before the world, the prestige of our nation will be enhanced. I would like to know from the hon'ble Minister as to whether any efforts are being made in the field of other branches of knowledge besides yoga or not?

DR. MURLI MANOHAR JOSHI : Hon'ble member has raised the issue of ancient Indian knowledge. The entire country and the world is aware of the importance of ancient Indian knowledge and several institutions of our country are engaged in this work. Whenever any such project is submitted to the Government, it does take it into consideration. The Department of Culture has been considering these subjects but all these subjects are not included in the syllabi of any university or N.C.E.R.T. we

have been duly inspecting the projects and assisting such institutions who have taken up these programmes ...(*Interruptions*)

12.00 hrs.

SHRI H.P. SINGH : Mr. Speaker, Sir, our Government is speaking of promoting education but in Bihar, the educational activities are being carried on without funds ...(*interruptions*)

[*English*]

MR. SPEAKER : Please take your seat.

...(*Interruptions*)

MR. SPEAKER : Shri Ramdas Athawale, please take your seat.

...(*Interruptions*)

MR. SPEAKER : Please take your seat.

...(*Interruptions*)

MR. SPEAKER : What is your supplementary?

...(*Interruptions*)

MR. SPEAKER : Nothing will go on record, Shri Athawale, please take your seat.

...(*Interruptions*)*

MR. SPEAKER : Please take your seat. This is too much.

[*Translation*]

SHRI H.P. SINGH : Mr. Speaker, Sir, 128 schools are running without funds in Bihar ...(*interruptions*)

[*English*]

MR. SPEAKER : That is why the Members also need some yoga.

...(*Interruptions*)

MR. SPEAKER : What is your supplementary?

[*Translation*]

SHRI H.P. SINGH : Mr. Speaker, Sir, education is being imparted without funds in Bihar for several years.

*Not Recorded.

How can the teachers teach the students in these 128 schools which are being run without funds? The Central and State Government schools ...(*Interruptions*)

[*English*]

MR. SPEAKER : The Minister can send him written reply. The Question Hour is over.

DR. MURLI MANOHAR JOSHI : Sir, it does not arise from this question at all.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Review of Power Allocation Formula

*162. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of POWER be pleased to state :

(a) whether the Government have since reviewed the formula of allocation of power from the central sector power stations to ensure additional power to the States facing acute shortage of power;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (c): The present formula for allocation of central sector power is given below:

1.0 Thermal and Nuclear Power Stations :

The following formula for sharing power from Central Sector thermal stations was evolved in 1978 and the same is being generally followed :

(a) 10% of the power to be allocated to the State in which the Central thermal power plant is located (Home State).

(b) 75% of the power to be distributed among the States in the Region (including Home State) in accordance with the pattern of Central Plan assistance to the States in the Region and the energy consumption in the States of the Region for the previous five years. These two factors are given equal weightage. The requirements of the Union Territories in the Region was to be met through appropriate allocations.

(c) 15% of the power to be kept unallocated at the disposal of the Central Government for

meeting the urgent requirements of the individual States in the region from time to time.

The above formula is also generally applicable for Nuclear power stations.

2.0 Hydro Power Stations :

The formula for sharing from Central Sector Hydro Electric Power Stations was evolved in 1981 and modified in 1990. The formula revised in 1990 is now being generally used for sharing of power from Hydro Power Stations.

(a) 15% of the generation capacity to be kept as "unallocated" at the disposal of the Central Government to be distributed within the region or outside, depending upon overall requirement.

(b) 12% of power from the energy generated by the power station to be supplied free of cost to those States of the Region (including the State where the hydro electric project is located), where distress like submergence, dislocation of population, etc. is caused due to setting up of the project at the specific site, the allocation being made in proportion to the extent of such distress. The energy generated figures for the purpose to be calculated at the bus/bar. level. *i.e.* after discounting auxiliary consumption but without taking into account the transmission line losses. For the purpose of allocation of 12% free power, the extent of distress caused would be assessed by the Central Electricity Authority in consultation with the concerned States.

(c) The remaining power (73%) to be distributed between States of the Region on the basis of the pattern of Central Plan assistance given to various States in the region during the previous 5 years and on the basis of consumption of electricity in the States of the region in the previous 5 years, the two factors to be given equal weightage.

The above formula of allocation of power from Central Sector power stations is working satisfactorily and there is no proposal to revise the same at present.

An unallocated share of 15% from each of the Generating Stations is at the disposal of Government of

India, which is allocated to the States based on their requirements from time to time. This is reviewed periodically and additional power is allocated to those States facing acute shortages. In addition, CPSUs outside

the region also supply power to the deficit States whenever available. The details of the reviews done in this allocation since January, 1998 is given in the enclosed Statement.

Statement

NOTHERN REGION : 816 MW

Name of the station	Allocation w.e.f. 1.1.98		Allocation w.e.f. 1.4.98		Allocation w.e.f. 1.5.98		Allocation w.e.f. 1.6.98	
	%	MW	%	MW	%	MW	%	MW
Chandigarh	—	—	—	—	3	24.5	3	24.5
Delhi	10	81.6	25	204.0	25	204.0	25	204
Haryana	18	146.9	20	163.2	27	220.3	20	163.2
H.P.	7	57.1	—	—	—	—	—	—
J&K	20	163.2	10	81.6	—	—	—	—
Punjab	—	—	—	—	—	—	20	163.2
Rajasthan	25	204.0	25	204.0	25	204.0	15	122.4
U.P.	20	163.2	20	163.2	20	163.2	17	138.7
Total	100	816.0	100	816.0	100	816.0	100	816.0

SOUTHERN REGION : 544 MW Peak Hours - 456 MW off-peak hours - 406 MW

Name of the station	Allocation w.e.f. 7.1.98			Allocation w.e.f. 1.4.98		
	%	Peak	Off-peak	(%)	Peak	Off-peak
Andhra Pradesh	30	136.0	121.0	22.5	102.0	91.55
Karnataka	20	91.2	81.2	25	114.0	101.45
Kerala	40	183.4	163.4	22.5	102.6	91.5
Tamil Nadu	10	45.6	40.6	30	136.8	121.8
Total	100	456	406	100	456	406

WESTERN REGION : 765 MW Peak Hrs. - 670 MW off-peak - 633.4 MW

Name of the station	Allocation w.e.f. 12.5.98		
	%	Peak MW	Off-peak (MW)
Gujarat	29.5	197.6	186.85
M.P.	44.5	298.1	281.88
Maharashtra	8.5	57.0	53.84
Daman & Diu	9	33.5	31.67
Dadra & N.H.	12.5	83.8	79.18
Total	100	670.0	633.40

EASTERN REGION : 788 MW

Name of the station	Specific Allocation	
	Peak MW	Off-peak MW
A.P.	150	150
Kerala	100	100
Western Region	150	150
Northern Region	100	100
Assam	100	100
Manipur	30	130
Total		
Bihar (Balance)	158	58

NORTH-EASTERN REGION : 94.5 MW

Name of the station	Allocation w.e.f. 1.2.98	
	%	MW
Arunachal Pradesh	10.0	6.5
Assam	10.0	6.5
Manipur	33.0	19.3*
Mizoram	20.0	13.0
Nagaland	15.0	9.7
Tripura	10.0	6.5

*Entire unallocated power (30 MW) of Kathalguri allocated to Manipur for 6 months w.e.f. 1.2.98.

Environment Clearance to Power Projects

*163. SHRI R. SAMBASIVA RAO :
SHRI A. SIDDARAJU :

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

(a) whether there are several power projects awaiting the environmental clearance;

(b) if so, the details thereof, State-wise and the period for which these are pending for clearance; and

(c) the reasons for the delay in according permission and the likely time by which these are to be cleared?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) Ten Thermal and four Hydel Power Projects are awaiting environmental clearance.

(b) List of pending Thermal and Hydel Power Projects is as follows :—

Sl. No.	Name of the Project	Pending Since
1	2	3

I. Thermal Power Projects :**Andhra Pradesh**

- | | | |
|----|---|----------------|
| 1. | 330 MW Naphtha Based Combined Cycle Project at Peddapuram, A.P. by M/s Gautami Power Ltd. | November 1997 |
| 2. | 220 MW CCPP at Samalkot East Godavari, A.P. by M/s Snehlata Power Ltd. | December, 1997 |

Bihar

- | | | |
|----|--|------------|
| 3. | Maithon Right Bank TPS (4x250 MW) of Damodar Valley Corpn. at River Barker in Nirsacum-Chirkanunda CD Bank of Dhanbad. | June, 1997 |
|----|--|------------|

Delhi

- | | | |
|----|---|-------------|
| 4. | 300 MW Coal based TPP at Narela, Delhi by M/s Appollo Energy Co. Ltd. | April, 1997 |
|----|---|-------------|

1	2	3
---	---	---

Karnataka

- | | | |
|----|--|----------------|
| 5. | 4x250 MW Mysore TPS at Chamalpur, Mysore Distt. by M/s Mysore Power Gen. Ltd. | August, 1997 |
| 6. | 110 MW CCPP at Vijayhalli near Bangalore by M/s. Putakeshi Power Company | December, 1997 |
| 7. | 170 MW CCPP at Tanir Bavi Distt. Dakshina Kanada near Mangalore by M/s. Tanir Bavi Power Company | April, 1997 |

Rajasthan

- | | | |
|----|--|----------------|
| 8. | 650 MW Arta Gas based CCPP Stage-II of Arta Distt. Saran Rajasthan by NTPC | December, 1997 |
|----|--|----------------|

Uttar Pradesh

- | | | |
|-----|--|-----------------|
| 9. | 2x400 MW Jawaharpur Thermal Power Station in Etah Distt., U.P. by M/s Pacific Electric Power Devp. Corp. | September, 1995 |
| 10. | 650 MW CCPP Stage-II at Auriya Distt., U.P. by N.T.P.C. | January, 1998 |

II. Hydel Projects**Himachal Pradesh**

- | | | |
|----|--|---------------|
| 1. | Dhamwari Sunda Hydro Electric Project (2x35 MW) | January, 1998 |
| 2. | Malshej Ghat Pumped Storage Scheme (600 MW) Maharashtra Krishna Valley Devp. Corp., Pune | May, 1998 |

Sikkim

- | | | |
|----|---|-------------|
| 3. | Teesta H.E. Project Stage V, National Hydro Electric Power Corp. (510 MW) | March, 1998 |
|----|---|-------------|

Tamilnadu

- | | | |
|----|--|-----------------|
| 4. | Moyar Ultimate Stage Hydro Electric Project TNEB (50 MW) | Noven.ber, 1996 |
|----|--|-----------------|

(c) A final decision is usually taken within ninety days of receipt of complete information from project authorities. However, the projects detailed above are pending for clearance due to reasons which *inter alia* include :

- Project are recently received.
- Supplementary information has been recently received.
- Additional data on risk analysis, air pollution are yet to be submitted by the promoters.
- Change in scope of the project.
- Comments from Chief Wildlife Warden are awaited.

Establishment of Benches of High Courts

*164. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the present policy of the Government in the matter of establishment of new benches of the High Courts;

(b) the manner in which Government propose to make justice available at the door-steps of the litigants without establishing more High Court benches;

(c) whether any proposal to amend S. 51(2) the States Reorganisation Act, 1956 is pending consideration of the Government; and

(d) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) and (b): The present policy of the Government of India is to consider the question of establishment of a High Court Bench in the light of broad principles and criteria recommended by the Jaswant Singh Commission, after a proposal has been received from the concerned State Government, in consultation with the Chief Justice of the High Court.

(c) No. Sir.

(d) Does not arise.

[Translation]

Development of Forests

*168. SHRI RAGHUVANSH PRASAD SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the progress made so far in the development of forests in the country;

(b) the amount incurred so far thereon; and

(c) the States where the percentages of forest area is still very small and forests are depleting?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) A statement is enclosed.

(b) A sum of about Rs. 7,000 crores has been spent on conservation and development of forests till the end of the Eighth Five Year Plan.

(c) As per the State of Forest Report, 1997, Delhi, Gujarat, Haryana, Jammu & Kashmir, Punjab and Rajasthan have forest cover less than 10% of their respective geographical area. Decline in forest cover during the period 1993 to 1995 has been noticed in Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, Madhya Pradesh, Manipur, Meghalaya, Nagaland and Orissa.

Statement

Development of Forests

1. The subject "Forests" was moved from the state list to concurrent list by the Constitution (42nd amendment) Act, 1976.

2. Forest (Conservation) Act was enacted in 1980 to regulate indiscriminate diversion of forest lands for non-forestry purposes. As a result, average annual rate of diversion has come down from around 1.43 million ha. to less than 26,000 ha.

3. National Forest Policy, 1952 was revised in the year 1988. It envisages maintenance of environmental stability and restoration of ecological balance; preservation of natural forests including biological diversity and genetic resources; association of local people in protection and development of forests; and to have a minimum of one-third of the total land area of the country under forests/tree cover through massive afforestation programme.

4. Ministry has issued guidelines on 1.6.1990 for promoting involvement of village communities in the protection and regeneration of degraded forests. Until now, 20 states have issued Joint Forest Management resolutions and it is estimated that around 20,000 Forest Protection Communities are involved in the protection and regeneration of about 2 million ha. of degraded forest land.

5. About 28 million ha. has been brought under afforestation so far under various schemes. As per latest

assessment, forest cover in the country is 19.27% of the geographical area.

6. Wildlife (Protection) Act was enacted in 1972 (amended 1991), to protect wild flora and fauna.

7. A network of 447 wildlife sanctuaries and 84 National Parks covering about 1,50,000 sq. km. has been developed for conservation of wild flora and fauna.

Pollution Caused by Leaded Petrol

*170. SHRI RAMDAS ATHAWALE :
SHRI PRABHASH CHANDRA TIWARI :

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

(a) whether the leaded petrol is one of the main causes of vehicular pollution in the country;

(b) if so, whether the Government have conducted or propose to conduct any test regarding the pollution caused by the leaded petrol in the country;

(c) if so, the details thereof and if not, the reasons therefor; and

(d) the steps proposed to be taken by the Union Government to check the pollution caused by the leaded petrol?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes sir.

(b) and (c): The Central Pollution Control Board is carrying out a study on measurements of lead in ambient air. The study is being carried out with the assistance of the National Environmental Engineering Research Institute, Nagpur. Four metro cities, Delhi, Mumbai, Chennai and Calcutta, have been covered. The selection was based on the fact that the number of vehicles in these cities is higher than other cities. Lead levels in ambient air of Delhi have shown that levels of lead are showing a reducing trend.

(d) The Government in order to check pollution caused by leaded petrol introduced low leaded petrol (0.15 gm/l), as against the prevailing specification of 0.56 gm/l, in the four metro cities of Delhi, Mumbai, Chennai and Calcutta in June 1994, and in the entire country in December 1996. Unleaded petrol (0.013 gm/l) has been introduced in the four metro cities from April 1995. Unleaded petrol is also available in the Taj Trapezium and at some selected retail outlets on the radial routes

emerging out from the metros to important cities/tourist destinations. Unleaded petrol was proposed to be introduced at all the State/UT capitals and towns with population of 10 lakh and above from December, 1998 but has been advanced to August 1998. Further it is proposed to introduce unleaded petrol throughout the country from April, 2000.

[English]

Financial Crisis in Major Ports

*171. SHRI TATHAGATA SATPATHY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether some major ports have been facing financial crisis;

(b) if so, the steps taken by the Government to improve their financial position, port-wise; and

(c) the details of the Central assistance sought by Paradeep Port to take up its development projects during the last three years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) No, Sir.

(b) Does not arise.

(c) Paradip Port has been financing all its development projects from their own internal resources except for one Externally Aided ADB Project for creating mechanised coal handling facilities. During the last 3 years, following amounts of loan has been disbursed to Paradip Port for this Project:—

(Rs. in crores)

Year	Amount released
1995-96	7.22
1996-97	16.39
1997-98	44.68

Pollution Control Measures

*172. SHRI AMAR ROYPRADHAN :
SHRI BIR SINGH MAHATO :

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

(a) whether the Government have mooted a proposal to motivate the Industries to open a Pollution Control Wing attached to their major factories in order to minimise the environmental pollution in the major cities;

(b) if so, the details thereof;

(c) the reaction of the Industry thereto;

(d) whether there is a proposal to open an Environmental Wing to monitor various Pollution Control measures at the Central level; and

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

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) and (b) While according environmental clearance to the development projects, the Ministry of Environment & Forests stipulates a number of conditions for safeguarding environment including creation of Environmental cell and providing of monitoring stations. As promotional measures, the Government has also been encouraging the industries to adopt clean technologies, undertake waste minimisation measures and incorporate environmental management system (EMS).

(c) About 15 waste minimisation circles in clusters of small scale industries have so far been established to conserve resources and reduce pollution with the active participation of industries. Besides, more than 25 major companies have so far obtained EMS certification and many other are in the process of adopting EMS.

(d) and (e) Under the Water (Prevention & Control of Pollution) Act, 1974 and the Air (Prevention & Control of Pollution) Act, 1981, the responsibility of monitoring is primarily entrusted to the State Pollution Control Boards. In addition, the existing Pollution Control Division in the Ministry is already monitoring environmental pollution through the Central Pollution Control Board (CPCB) using a network of ambient air (290) and water quality (480) monitoring stations established throughout the country. CPCB also conducts surveys in the major Indian cities to assess the levels of noise and vehicular pollution.

Conversion of DOT Into India Telecom

*173. SHRI CHANDRASHEKHAR SAHU : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to convert Department of Telecom into a company named India Telecom;

(b) if so, the reasons therefor,;

(c) whether various Unions of Telecom Employees have been opposing the said proposal;

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

(e) the decision taken/proposed to be taken by the Government in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) to (e); the question of restructuring of the Department of Telecommunications (DOT) in regard, mainly, to distancing the policy-making and licensing functions from operational functions is being examined, keeping in view, *inter-alia*, the need to enhance functional efficiency so as to effectively meet the emerging competition. With the setting up also of the Telecom Regulatory Authority of India (TRAI) last year, the distancing of the policy-making and licensing functions from those of operations is being regarded as a logical step.

2. It may be recalled that a Committee headed by Dr. Athreya, a noted management expert, was set up some years back to recommend the most appropriate organisational structure for management of telecom services in the country, taking into account the future operational and development requirements. The Committee (which submitted its report in March, 1991) recognised the need for the 'Policy and Regulation' tier to be separated from the Operations' tier in any modified structure but was divided on the form of future organisation for the Department.

3. Subsequently, In 1995, a Committee headed by Shri D.K. Gupta who retired as Member (Services) in the Telecom Commission was constituted to make recommendations in respect of restructuring of DOT Headquarters. In formulating their findings, the Committee met with senior departmental officers and representatives of Employees Association, amongst others, and recommended that DOT may be split into two clearly defined bodies, namely, a body to deal with policy and planning and another to handle the operation and maintenance of telecom services which could be called "India Telecom."

4. The D.K. Gupta Committee also recommended that "India Telecom" should function as a corporate body with Circles/Districts as independent cost and profit centres. Its Report was examined further when the consensus emerged that DOT's operating functions should be separated from licensing and policy functions so as to provide dedicated management inputs to operations and extend a level-playing field to all telecom operators.

5. In recent months, discussions on the subject have been convened with various Union and Staff Associations. While several views and opinions on the proposed restructuring and in regard to the complex issues involved have been expressed, a broad unanimity is seen in respect of the need to rationally reorganise and strengthen the DOT, including the option of following the corporatisation route. These (and related matters) call for detailed study and evaluation which has been duly initiated.

Fast Track Power Projects

*174. SHRI DADA BABURAO PARANJPE: Will the Minister of POWER be pleased to state :

(a) whether the Government have decided to provide counter guarantee in respect of all the fast track power projects and expedite the approval of such projects;

(b) if so, the details thereof; and

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

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM): (a) to (c): The Government of India had in 1994 identified 8 projects for extending its counter-guarantee. Out of these, counter-guarantee has already been issued to the Jegurupadu Combined Cycle Gas Turbine (CCGT) (216 MW) of M/s. GVK Industries in Andhra Pradesh and Dabhol CCGT (Phase-I) (740 MW) of M/s. Enion Power Company in Maharashtra. M/s. Specturm Power Generation Ltd. withdrew their request for counter-guarantee for the Godavari CCGT (208 MW) in Andhra Pradesh. In the case of the Ib Valley Thermal Power Project (Unit 3 & 4) of M/s. AES Ib Valley Power Corporation in Orissa, Government of India's counter-guarantee had been accorded to the project. Subsequently, the State Government re-negotiated the project parameters with M/s. AES Ib Valley Power Corporation and they were allocated Units 5 and 6 (now renamed as Unit A & B) of the Ib Valley Thermal Power Project. Fresh techno-economic clearance of Central Electricity Authority (CEA) is necessary for this project on account of the revised project parameters.

The Government have now approved extension of counter-guarantee in the case of the Visakhapatnam Thermal Power Project (1040 MW) of M/s. Hinduja National Power Company Limited (HNPC') in Andhra Pradesh, Bhadravati Thermal Power Project (1092 MW) of M/s. Central India Power Company (CIPCO) in Maharashtra and 250 MW single unit lignite based Neyveli Thermal Power Project of M/s. ST-CMS Electric Company in Tamil Nadu, through a revised procedure. It has *inter-alia* been decided that counter guarantee will be given

only for the event of termination and will be limited to the outstanding foreign debt only.

[*Translation*]

Foreign Investment In Print Media

*175. SHRI JANARDAN PRASAD MISRA :
SHRI MANIBHAI RAMJIBHAI CHAUDHARI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to allow the foreign investment in print media in the country;

(b) if so, the reasons therefor;

(c) whether the Government will take steps to prevent foreign investment in the print media; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) No, Sir.

(b) Does not arise.

(c) The Government continues to be guided by the Cabinet Decision of 1955 which *inter-alia* prohibits publication of foreign owned newspapers/periodicals and of Indian editions of foreign newspapers/periodicals dealing mainly with news and current affairs. The policy has not been changed or rescinded so far.

(d) Does not arise.

[*English*]

Trade of Wild Birds

*176. SHRI PRABHUNATH SINGH :
SHRI MOHAN RAWALE :

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

(a) whether a total ban has been in effect on the trapping and trade of Indian exotic/wild birds;

(b) if so, the details thereof;

(c) whether the traditional bird trappers are being harassed in the name of Wild Life Conservation Act;

(d) if so, the steps taken by the Government to provide alternative employment opportunities to these bird-trappers;

(e) whether according to the WWF Traffic India's latest survey on the live birds in Northern India, illegal trade in wild bird flourishes in almost all cities, towns and villages.

(f) if so, the details thereof;

(g) the details of action taken against the offenders; and

(h) the preventive measures taken/proposed to be taken by the Government in this regard?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) and (b) Yes, Sir. The Wildlife (Protection) Act, 1972 prohibits trapping of wild birds for commercial trade. This prohibition was imposed in October, 1991, following an amendment to the said Act. However trade in captive bred birds from legally held stocks prior to ban can be permitted, including trade in exotic birds.

(c) and (d); No, Sir. Some of the traditional bird trappers and traders are now dealing in exotic birds. Export of certain exotic birds has also been allowed, on the recommendation of the Indian Board for Wildlife (IBWL).

(e) to (g); Yes, Sir. But this also includes trade in exotic birds, which is not prohibited. The illegal birds trade centres are being regularly raided by the State authorities and action taken under the Wildlife (Protection) Act.

(h) The steps taken by the Government to prevent the illegal trade in birds are as follows :

- (i) Hunting of wild animals, which includes trapping of birds covered under Schedules I to IV of the Wildlife (Protection) Act, 1972 has been banned by law.
- (ii) This Ministry has set up a National Coordination Committee consisting of representatives of all major enforcement organisations such as : Customs, Revenue intelligence, CBI, Police, BSF, ITBP, RPF and foreign Post Office, Traffic-India and Wildlife authorities to enable effective inter-departmental cooperation and coordination to deal with the problem of illegal trade in wildlife and wildlife products.

(iii) Training programmes on enforcement and implementation of wildlife and other related laws and international conventions have been organised for various enforcement agencies.

(iv) Raids are carried out by the wildlife authorities, in cooperation with other enforcement agencies, whenever information of illegal trading in wildlife is received.

(v) India is a signatory to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) under which international trade in endangered species and their parts and derivatives is strictly regulated.

(vi) Rewards are given to informers for gathering intelligence regarding illegal trade and smuggling of wildlife products.

(vii) Regional and Sub-regional offices of Wildlife Preservation have been set-up mainly at the major export centres of the country to prevent illegal trade and smuggling of wildlife products.

National Conference of Educationists

*177. SHRI MADHAVRAO SCINDIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a three day national conference of educationists was held in the capital on November 10-12, 1997, under the aegis of the National Council for Teacher Education;

(b) whether the conference among other suggestions recommended making the elementary school learning joyful;

(c) if so, other suggestions and observations made in the conference for promotion and universalisation of elementary education; and

(d) the steps taken by the Union Government on the recommendations made in the Conference?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) A National Conference of Principals of District Institutes of Education & Training (DIETs) was organised by the National Council for Teacher Education (NCTE) at New Delhi on November 10-12, 1997.

(b) and (c): Most of the suggestions relate to the need for orientation of teachers and teacher educators

appropriate linkages between institutions and the community, motivation and empowerment of teachers for life-long learning, modifications in teaching-learning strategies to make learning a joyful experience, utilising resources from the local environment, promoting creativity in children and revision of curriculum.

(d) According to information furnished by NCTE, various issues raised and suggestions made in the conference have been noted and are being suitably incorporated in the Council's programmes for improving the quality and standard of teacher education in the country.

[*Translation*]

Loss of Power

*178. SHRI CHINTA MOHAN:
PROF PREM SINGH CHANDUMAJRA:

Will the Minister of POWER be pleased to state:

(a) whether the Government have estimated the loss of power due to transmission and distribution;

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

(c) the details of the power generated in Delhi and supplies to it by the other States during 1997-98 and the recorded consumption thereof out of the total; and

(d) the remedial measures taken by the Government to overcome such losses?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b); Yes, Sir. The estimated quantum of power losses due to Transmission and Distribution for five years period 1991-92 to 1995-96 each State/Union Territory, State-wise is given in the enclosed Statement. The power losses figures for the subsequent years have not been compiled.

(c) The electricity generated in Delhi including export and import during the year 1997-98 is as follows :

DVB, own generation (ex-Bus)	1962 MUs
BTPS generation (ex-Bus)	4010 MUs
Drawal from Central Sector stations	8805 MUs

Import :

(a) from Punjab 48 MU

(b) from Western Region 51 MU

Export to Rajasthan 200 MU

The power supply position in Delhi during 1997-98 is as follows :

Requirement 14952 MUs

Availability 14676 MUs

Shortage 276 MUs

Percentage 1.8%

(d) The responsibility for distribution of electricity vests with the State Governments/State Electricity Boards. In order to reduce the transmission and distribution losses, the Central Electricity Authority had issued guidelines which, *inter-alia*, provide for the following :

- Upgradation of operating voltages;
- reduction of length of LT lines;
- location of transformers near load centres;
- adoption of low capacity transformers at consumers' premises;
- installation of shunt capacitors;
- improvement in construction and operation techniques; and
- systematic and methodological approach for planning and design of distribution system on the long term basis.

The Central Electricity Authority has also issued guidelines for conducting energy audit. These guidelines also lays down the procedure for conducting energy audit studies. These guidelines provide a methodology for segregating technical and commercial losses.

Necessary amendments have also been enacted to the Indian Electricity Act, 1910 to make the theft of electricity a cognizable offence.

In the Common Minimum National Action Plan for Power announced in December, 1996, after consultation with the State Governments, the following measures have been suggested for reduction of transmission and distribution losses :

- (i) Compulsory metering at substations on all major feeders.
- (ii) Compulsory metering of all new electricity connections. Also connections to agricultural sector exceeding 10 HP should be completed within a period of two years.
- (iii) All electric supplies to be metered by 2002 A.D.
- (iv) Compulsory annual energy audit to be ensured in respect of large consumers of more than 100 KVA load.

- (v) Time of the day metering would be introduced for big power consumer for better load management.

According to the information furnished by DVB, the transmission and distribution losses for the year 1997-98 are 42%. In order to reduce the losses, DVB has initiated the following action :

- (a) Installation of Electronic Meters for three phase load of 11 KVA and above.
- (b) Replacement of defective and burnt meters.
- (c) Strengthening of Enforcement Wing with appointment of Inspector General.
- (d) Launching of drive against corrupt DVB officials.

Statement

Percentage Transformation, Transmission & Distribution Losses (Including Commercial Losses such as Pilferage etc.) in SEBs/EDs

Region	State Elec. Board/ Elec. Deptt.	1991-92	1992-93	1993-94	1994-95	1995-96
1	2	3	4	5	6	7
Northern Region	1. Haryana	26.79	26.78	25.00	30.80	32.39
	2. Himachal Pradesh	20.37	19.51	18.31	18.21	16.09
	3. Jammu & Kashmir	49.21	48.28	45.69	48.74	47.52
	4. Punjab	21.52	19.24	19.37	16.70	18.49
	5. Rajasthan	23.11	22.74	25.00	24.78	29.29
	6. Uttar Pradesh	26.06	24.43	24.08	21.69	21.84
	7. Chandigarh	29.64	26.21	27.27	28.44	33.72
	8. DESU	24.35	23.56	31.79	34.56	48.57

1	2	3	4	5	6	7
Western Region	1. Gujarat	23.56	22.03	20.34	20.02	20.08
	2. Madhya Pradesh	25.08	21.35	20.26	19.61	17.84
	3. Maharashtra	18.40	17.83	16.22	16.33	16.95
	4. D & N Haveli	19.66	17.98	12.64	11.35	9.31
	5. Goa	23.78	21.85	24.50	26.87	26.06
	6. Daman & Diu	15.90	15.67	22.34	16.30	12.80
Southern Region	1. Andhra Pradesh	19.70	19.88	19.91	17.95	19.34
	2. Kamataka	19.88	19.55	19.55	19.41	19.05
	3. Kerala	21.67	21.95	20.00	20.05	21.12
	4. Tamil Nadu	18.63	17.50	17.18	17.11	16.19
	5. Lakshdweep Islands	17.43	18.72	16.99	17.84	17.23
	6. Pondicherry	18.00	15.31	15.80	15.00	16.54
Eastern Region	1. Bihar	23.19	22.00	20.35	19.76	15.91
	2. Orissa	24.65	25.25	22.43	23.03	24.17
	3. Sikkim	25.89	22.55	22.60	21.22	16.47
	4. West Bengal	22.26	24.87	20.82	21.51	19.26
	5. A & N Islands	21.66	23.62	23.71	22.38	19.25
North-Eastern Region	1. Assam	21.76	21.41	22.44	24.18	26.91
	2. Manipur	24.43	22.35	23.92	25.30	24.85
	3. Meghalaya	11.49	11.79	18.03	18.47	12.55
	4. Nagaland	23.14	27.26	33.45	36.12	35.17
	5. Tripura	31.96	30.64	30.53	31.96	30.86
	6. Arunachal Pradesh	28.20	32.32	42.04	45.30	37.12
	7. Mizoram	34.95	29.04	31.89	29.76	25.18
All India (Utilities)		22.83	21.80	21.41	21.13	22.27

[English]

(f) if so, the details thereof?

Tiger Population

*179. SHRI R.L.P. VERMA:
SHRI BIJOY HANDIQUE:

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

- (a) whether project Tiger has totally failed;
- (b) if so, the details thereof and the population of tigers in the country, State-wise;
- (c) whether the population has declined considerably;
- (d) if so, the action taken by the Government for the conservation of Tiger habitats;
- (e) whether the Government have assessed the causes of the decline of tiger population; and

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) to (c) No, Sir. In fact Project Tiger is considered a successful tiger conservation programme because ever since it was launched in 1973, there has been a steady increase in country's tiger population till 1989. However, there was a decline in tiger population during 1989-93. The Statewise tiger population as per the past successive estimations are given in the enclosed Statement-I.

(d) to (f). The Government has taken several measures to protect and conserve the tiger and its habitats which are given in the enclosed Statement-II. The decline in tiger population is mainly attributed to the man-animal conflict in fragmented tiger habitats outside the Protected Areas and poaching of tigers to meet the demand of tiger parts in the international market.

Statement-I*Population of Tigers in the Country*

Name of the State	Tigers				
	1972	1979	1984	1989	1993
1	2	3	4	5	6
1. Tamil Nadu	033	065	097	095	097
2. Maharashtra	160	174	301	417	276
3. Kerala	060	134	089	045	057
4. West Bengal	073	296	352	353	335
5. Orissa	142	173	202	243	226
6. Karnataka	102	156	202	257	305
7. Bihar	085	110	138	157	137
8. Assam	147	300	376	376	325
9. Rajasthan	074	079	096	099	064

1	2	3	4	5	6	
10.	Madhya Pradesh	457	529	786	985	912
11.	Uttar Pradesh	262	487	698	735	465
12.	Andhra Pradesh	035	148	164	235	197
13.	Meghalaya	032	035	125	034	053
14.	Manipur	001	010	006	031	—
15.	Tripura	007	006	005	—	—
16.	Mizoram	—	065	033	018	028
17.	Nagaland	080	102	104	104	083
18.	Arunachal Pradesh	069	139	219	135	180
19.	Sikkim	—	—	002	004	002
20.	Gujarat	008	007	009	009	005
21.	Goa Daman & Diu	—	—	—	002	003
22.	Haryana	—	—	001	—	—
Total		1827	3015	4005	4334	3750

Statement-II*Steps taken by the Government of India to Protect Tiger*

- The State Governments have been advised to strengthen vigilance and intensify patrolling.
- Training and Workshops of various enforcement agencies for effective intelligence gathering and law enforcement.
- Setting up of a national Coordination Committee to control poaching and illegal trade in wildlife with enforcement agencies like Customs, Revenue Intelligence, Indo-Tibetan Border Police, Border Security Force, Central Reserve Police Force, Coast Guards, State Police, Deputy Director, Wildlife Preservation & Scientific Organisations like Zoological and Botanical Survey of India.
- To control transboundary trade, a protocol has been signed with People's Republic of China and MOU with His Majesty's Government of Nepal.
- Initiated creation of a Forum of Tiger Range Countries, *i.e.* Global Tiger Forum for addressing international issues related to tiger conservation.
- Launching of public awareness programme to involve Non-Government Organisations and others

for supporting the Government in its efforts towards wildlife conservation.

7. Supporting programmes of Institutions and NGOs in exploring tiger trade routes and developing a forensic identification reference Manual for tiger parts and products.
8. Funds are being provided to the State Governments for the eco-development of the areas to reduce the biotic pressure thereon.
9. Steps are being initiated to set up site specific "Special Strike Force" in the Project Tiger areas.

New Shipping Policy

*180. SHRI RANJIB BISWAL :

DR. T. SUBBARAMI REDDY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Pinto Committee has submitted its report in regard to the New Shipping Policy;

(b) if so, the details of the main recommendations made therein;

(c) the details of the recommendations out of these accepted, implemented, under implementation and diluted due to various reasons;

(d) whether the Government have considered the draft shipping policy; and

(e) if so, the main features thereof and the time by which a final decision in this regard is likely to be taken?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) to (e) Yes, Sir. National Shipping Policy Committee (Pinto Committee) has submitted its report to the Government containing various recommendations for the development of the shipping industry. These recommendations were examined by an Empowered Committee set up by this Ministry under the Chairmanship of Secretary, Ministry of Surface Transport. The recommendations of the Empowered committee are under active consideration of the Government. As a number of recommendations requires inter-departmental consultations, it is difficult to indicate a precise time-frame for a decision.

Management of National Parks and Sanctuaries

*181. SHRI VILAS MUTTEMWAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are considering a proposal to establish a networking system amidst different national parks and sanctuaries;

(b) if so, the details of the fresh policy initiatives for better management of national parks and sanctuaries; and

(c) the details of arrangements being made to provide adequate funds to carry out relocation and resettlement of villages, provision of communication equipment and development of infrastructure for wildlife tourism?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI SURESH PRABHU) : (a) and (b): No, Sir. However, wireless communication network facility has been provided in many National Parks and Sanctuaries in the country.

(c) A statement is enclosed.

Statement

For relocation and resettlement of tribal villages from National Parks and Sanctuaries, Central assistance is being provided to the State/Union Territories under the centrally sponsored scheme on "Beneficiary Oriented Tribal Development Scheme". For development of infrastructure and communication facilities also, central assistance is being provided under the centrally sponsored scheme on "Development of National Parks and Sanctuaries", "Project Tiger", and "Project Elephant". Details of the assistance provided to the States/Union Territories during the VIII Plan are given below:

	Name of Scheme	Funds Released (Rs. in lakhs)
1.	Development of National Parks and Sanctuaries	4950.00
2.	Project Tiger	3891.88
3.	Project Elephant	1950.44
4.	Beneficiary Oriented Tribal Development Scheme	266.00

Stadia in M.P.

1668. SHRI MCTILAL VORA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of basic facilities made available by the Government in the States out of the Central assistance provided so far and the number of States and amount of Central assistance likely to be provided this year; and

(b) the total amount of Central assistance provided to Madhya Pradesh for the construction of stadia, the number of stadia completed and the number of stadia under construction?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) The details of basic facilities made available during the last five years are given in the enclosed statement. The number of States who will be provided Central assistance this year will depend on the receipt of proposals/progress reports and utilisation certificates from them, as no specific amount is earmarked for disbursement to various States/UTs. The budget provision during 1998-99 for such projects to Rs. 11.60 crores.

(b) The total amount of Central assistance provided so far to Madhya Pradesh for the construction of stadia is to the tune of Rs. 338.56 lakh. Nine Stadia have been completed and twenty-one are under construction.

Statement

Details of the basic sports facilities provided State-wise under the Scheme of Grants for Creation of Sports Infrastructure during the last Five years (1993-94 to 1997-98)

Year	Sl. No.	Name of the Project/ Location	Amount approved in lakh	Amount released in lakh
1	2	3	4	5
Assam				
1993-94	1.	Indoor Stadium (Kushal Konwar Stadium) at Jorhat	20.00	18.00
1994-95	1.	District level sports complex at Silchar	46.75	42.00
	2.	Outdoor stadium at Tinsukia	18.00	16.20
	3.	Playfield at Shishu Mandir, Silchar	2.6175	—
1995-96	1.	Swimming Pool at Jorhat	43.00	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Andhra Pradesh				
1993-94	1.	SPDA centre at Nizamabad	19.00	19.00

1	2	3	4	5
1994-95	1.	Swimming pool at Vishakhapatnam	43.00	21.50
	2.	District level sports complex at Nandyal, Kumool	50.00	—
	3.	District level sports complex at Khamam	50.00	—
1995-96	1.	District Sports Complex at Adilabad	75.00	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Arunachal Pradesh				
1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	1.	SPDA centre at Jengging	41.30	20.60
1996-97	—	—	—	—
1997-98	—	—	—	—
Bihar				
1993-94	1.	SPDA centre at Ranchi	34.50	34.50
1994-95	1.	Veer Kunwar Singh stadium at Arrah, Bhojpur	4.36	3.294
1995-96	—	—	—	—
1996-97	1.	Pavilion & Development of Playfield in the existing Polo Ground Stadium at Laheriasarai, Darbhanga	5.00	—
1997-98	—	—	—	—
Goa				
1993-94	—	—	—	—
1994-95	1.	Olympic Size Swimming Pool at Ponda	43.00	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-93	—	—	—	—

1	2	3	4	5
Gujarat				
1993-94	1.	Playfields at Kolda, Sangami & Wankaner in Rajkot Distt. Naiia in Kutch Distt. & Deodar in Banaskantha	2.00	—
	2.	Outdoor stadium at Zadeshwar, Bharuch	5.50	5.50
	3.	Basketball Court in C.B. Patel Vidya Vihar, Chaloda Ahmedabad	0.48	0.432
1994-95	1.	Basketball courts at Rajpipla, Bharuch	1.80	1.62
1995-96	1.	Outdoor Stadium at Rajpipla, Bharuch	11.80	—
	2.	Basketball Court in P.N. Mehta High School Kodali, Sabrkantha	0.60	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Haryana				
1993-94	1.	Gymnasium Hall in Maharana Pratap stadium, Sirsa	35.00	35.00
	2.	Tennis Court at Sant Nischal Singh Public School, Yamunanagar, Ambala	0.63	0.63
1994-95	1.	Swimming Pool at Panchkula	17.49	17.49
	2.	Swimming Pool at Faridabad	18.225	18.225
	3.	Swimming Pool at Gurgaon	18.00	16.20
	4.	State level training complex at Faridabad	200.00	175.00
	5.	Stadium at Jivan Nagar Sirsa	12.00	—
1995-96	1.	Indoor Stadium in CMK National Girls College Sirsa	14.08	7.00
	2.	Wrestling Bhavan in Mahavidyalaya Gurukul, Jhajar, Rohtak	4.26	3.834
1996-97	—	—	—	—
1997-98	—	—	—	—

1	2	3	4	5
Himachal Pradesh				
1993-94	1.	Swimming pool at Una	30.00	27.00
	2.	State level training complex at Shimla	181.00	171.00
1994-95	1.	Indoor stadium at Bilas	52.50	20.00
1995-96	1.	Swimming Pool at Bhule, Mandi	30.00	—
	2.	Basketball Court in G.A.V. Sr. Secondary School, Kangra	0.90	0.81
	3.	Football Field in Sacred Heart High School, Sidhapur Kangra	1.24	1.116
	4.	Outdoor Stadium at Junga, Shimla	8.32	7.488
	5.	Basketball court in Govt. School in Tal, Hamirpur	0.89375	0.80435
	6.	Basketball court in Govt. School in Maharaj, Hamirpur	0.89375	0.80435
	7.	Basketball court in Govt. School in Hamirpur	0.89375	0.80435
	8.	Basketball court in Govt. School in Jungle, Hamirpur	0.89375	0.80435
	9.	Basketball court in Govt. School in Jungle, Hamirpur	0.89375	0.80435
	10.	Basketball court in Govt. School in Jalari, Hamirpur	0.89375	0.80435
1996-97	—	—	—	—
1997-98	1.	SPDA centre at Dharamshala, Kangra	49.00	49.00
Jammu & Kashmir				
1993-94	1.	SPDA centre at Udhampur	15.15	15.15
1994-95	—	—	—	—
1995-96	1.	Indoor Stadium at Leh.	37.50	33.75
1996-97	—	—	—	—
1997-98	—	—	—	—

1	2	3	4	5
Karnataka				
1993-94	1.	Taluk stadium at Mudhol, Bijapur	7.20	6.48
	2.	Playfield in New English Composite Pre-University College, Alnavar, Dharwar Distt.	0.75	—
	3.	Playfield at Sagar, Shimoga Distt.	0.47125	0.42408
	4.	Playfield at Banavasi, Uttar Kannada Distt.	0.90	0.81
	5.	Playfield in Janatha High School, Sagar, Shimoga	0.90	81.90
	6.	Taluk Stadium at Gadag	12.00	10.80
	7.	Multipurpose Sports Hall at Amruthur, Tumkur Distt.	3.05	2.745
	8.	Taluk Stadium at Holenarsipur, Hassan	9.86	5.00
	9.	Playfield at Bettageri Kodagu	1.00	1.00
	10.	Taluk Stadium at K.R. Nagar, Mysore	12.00	10.80
	11.	M.P. Sports Hall in Bailahomgal, Belgaum	2.63	2.63
	12.	Playfield in Nariandada Centre High School, Coorg	1.24	1.116
	13.	M.P. Sports Hall at Vokkaligara, Shimoga	4.25	4.25
	14.	Playfield at Sagar, Shimoga	0.47125	0.42408
	15.	Taluk level stadium at Yellapur, Distt. Uttar Kannada	18.00	16.20
1994-95	1.	Indoor stadium at Bangalore	35.00	31.50
	2.	Open stadium at Chintamani, Kolar	8.63	7.767
	3.	Taluk Stadium in Govt. Jr. College Madhugiri, Tumkur	8.82	7.938
	4.	Hockey field in Netaji High School, Ballamavaty Kodagu	0.485	0.4365

1	2	3	4	5
	5.	Playfield in Nirmala High School, Bhramavar Dakshin Kannada	2.00	2.00
	6.	Multipurpose Sports Hall of Badminton in Bijapur	10.00	9.00
	7.	Stadium at Mahila Vidyapeeth Hubli, Dharwad Distt.	2.36	2.124
1995-96	1.	Taluk Stadium at Sira, Tumkur	6.00	5.40
	2.	Playfield in Poornaprajna Education Centre, New Thappasandra, Bangalore	0.40	—
	3.	Indoor Stadium at Karwar	35.00	—
	4.	Sports Complex at Gulbarga	20.00	10.00
	5.	Indoor Stadium at Bagalkot, Bijapur	10.00	—
	6.	Playfield in Sadguru Appaiah Swamy High School Kudige, Kodagu	1.24	1.116
	7.	Taluk Stadium at Harapanahali, Bellary	12.00	—
	8.	Taluk Stadium at Siruguppa, Bellary	1.00	—
	9.	Stadium in the premises of Sri Adichunchunagiri Institute of Medical Sciences, Bellur	1.75	1.575
	10.	Indoor Stadium at Mandya City Mandya	35.00	35.00
1996-97	1.	Taluk level stadium at Sankeshwara, Belgaum	8.51	—
	2.	Taluk level stadium at Renebenur, Bharwad	12.00	—
	3.	Taluk level stadium at Bailahongal, Delgaum	18.00	—
	4.	Taluk level stadium in Government Boys High School, Tiptur, Tumkur	1.98	—
	5.	Taluk stadium at Haliyal Uttar Kannada Distt.	12.00	—

1	2	3	4	5
	6.	Taluk level stadium at Hosanagar, Shimoga	8.75	—
	7.	Indoor Stadium at Raichur	18.90	—
	8.	Taluk stadium at Arsikera, Hassan	10.495	9.4455
	9.	indoor Stadium by Field Marshal K.M. Kariappa Auditorium trust Kodagu (Medekeri)	52.50	6.83
	10.	Creation/Modernisation of existing sports infrastructure for the National Games in Bangalore and Mysore	800.00	800.00
1997-98	1.	Taluk level stadium at Huvinahadagoli, Bellary	2.60	—
	2.	Taluk level stadium at Haveri, Dharwad	12.00	—
Kerala				
1993-94	1.	Playfield on Govt. High School, Karodka, Kasargod Distt.	0.60	0.60
	2.	Playfield at ICA English Higher Sec. School, Vadakkekad, Trichur	1.70	—
	3.	Playfield in Govt. High School, Chorade, Kozhikode	0.7197	0.7197
	4.	Open Stadium at Pathanamthitta	18.00	16.45
	5.	Palyfield in PEM Sec. School, Thiruvanchoor, Kottayam	0.42	0.378
	6.	Badminton court in Govt. High School Pullangade, Malappuram	1.0725	0.95
	7.	Playfield in Govt. High School, Palayad, Kannur	1.24	1.116
	8.	Stadium in AKM U.P. School, Kochira, Idukki	5.00	2.50
	9.	Indoor Stadium at AKJM School, Kanjirapaliy, Kottayam	8.85	8.85
1994-95	1.	Playfield in Govt. High School, Kuttamath, Kasargod	1.24	1.116

1	2	3	4	5
	2.	Football field & Skating Rink in PMSA High School, Elankur, Malappuram	3.00	2.70
	3.	Football and Basketball courts in St. Ephrem's High School, Mannanam, Kottayam	1.43	1.287
	4.	Basketball court in St. Mary's High School Pariapuram, Mallappuram	0.60	—
	5.	Playfield in Govt. High School, Vellur, Kannur	0.50	—
	6.	Playfield at Pantheerankaru High School, Kozhikode	0.90	—
1995-96	1.	Composite Football/Cricket field in St. Mary's High School Kokkadampoil, Kozhikode	1.24	—
	2.	Stadium in Sacred Heart High School, Thiruvambady Kozhikode	6.10	5.49
	3.	Tennis Court in Golf Club, Kowdiar, Thiruvananthapuram, Kerala	0.60	0.60
	4.	Stadium in Holy Family High School, Rajapuram Kasargod	4.65	4.185
	5.	Indoor Stadium in St. Antony's Public School Anakkal, Kanjirapally, Kottayam	10.00	—
	6.	Football field in JDT Islam Orphanage High School, Kozhikode	0.83	—
	7.	Football field in the premises of "Our lady of Lourde High School", Uzhavoor, Kottayam	1.24	1.116
	8.	Indoor Stadium in Mitra-Niketan, Vellanad, Trivandrum	16.60	12.12732
	9.	Football field at Kanjikuzhi, Idukki	1.24	1.116

1	2	3	4	5
	10.	Swimming pool at Alappuzha, Alleppy	38.00	34.20
	11.	Open Stadium at Kasargod	6.60	5.94
	12.	Sports Complex at Palai Kottayam	37.50	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Madhya Pradesh				
1993-94	1.	Stadium at Churhat, Sidhi	9.00	—
	2.	Stadium at Rampur, Sidhi	9.00	—
	3.	SPDA centre at Raipur	23.00	13.00
1994-95	1.	Indoor sports complex in Indore	10.00	10.00
	2.	Swimming pool at Jabalpur	43.00	25.00
1995-96	1.	Indoor Stadium at Burhanpur, Khandwa	19.975	—
	2.	Sports Stadium at Pichhore, Shivpuri	6.00	5.40
	3.	Mini-stadium at Balod, Durg	18.00	16.20
	4.	Floodlighting in Roop Singh Stadium, Gwalior	50.00	45.00
	5.	SPDA centre at Gwalior	15.00	15.00
	6.	Stadium at Morena	9.50	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Maharashtra				
1993-94	1.	Swimming Pool at Akluj, Sholapur	12.00	10.80
	2.	Swimming Pool at Akola	30.28	30.28
1994-95	—	—	—	—
1995-96	1.	Multipurpose Hall (Indoor stadium) at Yavatmal	35.00	—
	2.	Swimming Pool at Yavatmal	20.00	10.00

1.	2	3	4	5
	3.	Indoor stadium at Chiplun, Ratnagiri	30.00	—
	4.	Indoor Sports Complex by Rao Saheb Akhada, Nagpur	3.03	—
	5.	Gymnasium Hall by Nagpur Municipal Corporation at Ward Nos. 49, 55, 57 & 62	10.00	—
	6.	Multipurpose Gymnasium Hall at Kishnuji Bhisikar Adhada, Nagpur	2.96	—
	7.	Gymnasium Hall in Nav Bharat High School and Jr. College of Arts & Science, Bharme, Ratnagiri	6.72	—
	8.	Playfield at Nivashi High School, Barashiv Parbhani	0.80	0.72
	9.	Gymnasium Hall at Sawarde, Ratnagiri	6.72	—
1996-97	1.	Swimming pool at Narkhed, Distt. Nagpur	5.00	—
1997-98	—	—	—	—
Manipur				
1993-94	—	—	—	—
1994-95	1.	State Sports training Complex at Khuman Lampak, Imphal	131.00	131.00
1995-96	1.	Swimming Pool in Khongjom War Memorial Complex, Tentha, Thoubal	30.00	10.00
1996-97	—	—	—	—
1997-98	—	—	—	—
Meghalaya				
1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—

1	2	3	4	5
Mizoram				
1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	1.	District level sports complex/ Indoor stadium, Outdoor Stadium at Lunglei, Saiha, Tlungvel, Lungdai, Mc. Donald Hill Champhai, Saitual, and Kawartethawveng	215.49	215.49
1996-97	—	—	—	—
1997-98	—	—	—	—
Nagaland				
1993-94	1.	SPDA centre at Bimapur	40.00	40.00
1994-95	1.	State Sports training complex at Kohima	200.00	130.00
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Orissa				
1993-94	1.	Playfield in Panchayat High School, Godal Distt. Kalahandi	0.50	0.45
1994-95	1.	Playfield at Chaitalo Mahavidyalaya, Jajpur	0.50	0.45
	2.	Playfield at Hatiram Uchha Vidyapeeth Rangarapali, Ualahaudi	0.50	—
1995-96	1.	Playfield in Government High School, Siakhandhatha Baragarh	0.498	—
	2.	Playfield in Government High School, Narayanpatna, Koraput	0.75	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Punjab				
1993-94	—	—	—	—
1994-95	—	—	—	—

1	2	3	4	5
1995-96	1.	Hockey field/Basket Ball Court with 6 lane grass running track in Atma Ram Kumar Sabha Sr. Secondary School, Patiala	2.30	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Rajasthan				
1993-94	—	—	—	—
1994-95	1.	Basketball court in Govt. Girls Senior Sec. School, Shripura, Kota	0.835	0.75
1995-96	1.	Basketball Court in Government Secondary School, Nimbohera Jatan, Bhilwara	0.435	—
	2.	Playfield at B.L. Senior Secondary School Bagar, Jhunjhunu	4.23	3.807
	3.	Stadium of Bal. Hr. School Kota	10.00	10.00
1996-97	—	—	—	—
1997-98	—	—	—	—
Sikkim				
1993-94	1	Playfield in different Schools at Hee-Yang-thang, Namthang, Bikmat and Nelli Gumpa in West and South Distt.	2.7606	2.48454
1994-95	—	—	—	—
1995-96	1.	Outdoor stadium at Gyalshing & Maugon	18.00	15.30
1996-97	—	—	—	—
1997-98	—	—	—	—
Tamil Nadu				
1993-94	1.	Basketball court at Palayamkottai, Tirunelveli	0.25	0.225

1	2	3	4	5
	2.	Basketball court at N.A. Konduraja Memorial High School, Theni, Madurai Distt.	0.45	0.405
	3.	Basketball court in Govt. High School, Mylambadi (Periyar)	0.71	—
1994-95	1.	Playfield in Sri Renuga Hindu High School, West Pudupatti, Kamarajar	3.00	2.70
	2.	Basketball Court in St. Arulanandal Higher Sec. School Oriyur, Ramanathapuram	0.60	—
1995-96	1.	Playfield/Basketball court at Dharapuram, Chennampatty, Olagadam and Devakottai, Periyar	1.7835	—
	2.	Indoor stadium at Dharaoyram, Periyar	52.50	47.25
	3.	Swimming Pool at Campion H.S. School, Trichy	10.00	10.00
	4.	Tennis Court at SBIOA Matriculation and H.S. School, Coimbatore	0.3675	0.33075
	5.	Football/Cricket field with 8 lane running track in RVG H.S. School, Kurichi Kottai, Coimbatore	2.50	—
	6.	Filteration Plant for Swimming Pool in Sainik School, Amaravathinagar, Coimbatore	6.20	—
	7.	Basketball court in Stanes H.S. School Coimbatore	0.60	0.60
	8.	Tennis Court in Perks Campus, Coimbatore	1.86	1.674
	9.	Basketball court in Mount Zion Matriculation H.S. School, Karpaganagar, Padukottai	0.60	0.60
1996-97	—	—	—	—
1997-98	—	—	—	—

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	1	2	3	4	5
	Tripura				
	1993-94	—	—	—	—
	1994-95	1.	State sports training Complex at Badharghat, Agartala	129.00	129.00
	1995-96	1.	Swimming pool at Udaipur	63.75	57.375
	1996-97	—	—	—	—
Rajst	1997-98	—	—	—	—
	Uttar Pradesh				
	1993-94	1.	Sports Stadium at Lakhimpur, Kheri	8.76	7.85
		2.	State Sports training complex at Gomtinagar, Lucknow	200.00	195.00
		3.	SPDA centre at Itawah	50.00	50.00
	1994-95	1.	Swimming Pool at Bareilly	43.00	43.00
	1995-96	1.	Swimming Pool at George Town, Allahabad	43.00	21.50
	1996-97	—	—	—	—
	1997-98	—	—	—	—
Sikki	West Bengal				
	1993-94	1.	Gymnasium Hall, Harinavi 24, Parganas	5.50	4.95
		2.	SPDA centre at Lebong, Darjeeling	75.00	75.00
	1994-95	1.	Gymnasium Hall in Mohar Brahmam-ye-High School Mohar, Midnapore	1.14	1.00
1		2.	8-lanes 400 MCinder Athletic Track at Champdany, Hooghly	1.63	—
1	1995-96	1.	Indoor Stadium at Rabindranagar, Midnapore	52.50	—
1	1996-97	—	—	—	—
Tami	1997-98	—	—	—	—
1		—	—	—	—

1	2	3	4	5
---	---	---	---	---

UNION TERRITORIES**Andaman & Nicobar Islands**

1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—

Chandigarh

1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	1.	Playfields in Vivek High School, Sector 38	1.95	—
1996-97	—	—	—	—
1997-98	—	—	—	—

Dadra & Nagar Haveli

1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—

Daman & Diu

1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—

1	2	3	4	5
Delhi				
1993-94	1.	Multipurpose Indoor Hall by Bal Bhawan Society India, New Delhi	18.11	10.00
1994-95	—	—	—	—
1995-96	1.	Outdoor stadium in Ramjas Sports & Mountaineering Institute, New Delhi	5.02	2.50
1996-97	—	—	—	—
1997-98	—	—	—	—
Pondichery				
1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—
Lakshadweep				
1993-94	—	—	—	—
1994-95	—	—	—	—
1995-96	—	—	—	—
1996-97	—	—	—	—
1997-98	—	—	—	—

Scrapping of Admission Quota

1669. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government of Karnataka has made it difficult for non-Karnataka students to get admitted into the State's engineering and medical colleges by scrapping the fifteen per cent quota meant for them from the academic year 1997-98;

(b) if so, the reasons therefor;

(c) whether some other States have also taken this decision and if so, the names of such States alongwith the reasons therefor; and

(d) the reaction of the Union Government thereto?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) As per directions of the Hon'ble Supreme Court in their interim order of 28.7.1997 and final order of 6.1.1998, the Government of Karnataka has allocated fifteen

per cent of the seats to non-Karnataka students from the academic year 1997-98 onwards according to the merit in Engineering, Medical and Dental Colleges.

(b) and (d): Does not arise.

(c) Information is being collected and to the extent available will be laid on the table of the House.

Development of Forests and Environment

1670. SHRI ANANT KUMAR HEGDE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of Plan allocation for development of Forest and Environment during the last three years; and

(b) the details of Plan allocation utilised for the development of Environment and Forest other than salaries and maintenance?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) The details of Plan allocation for development of Forest and Environment during the last three years and the details of Plan allocation utilised for the development of Environment and Forest other than salaries and maintenance are given below:

(Rs. Crores)

	Plan Allocation (BE)	Plan Utilisation (AE)	Plan Utilisation excluding Salaries & Maintenance
1995-96	370.50	296.60	289.00
1996-97	469.40	428.80	420.00
1997-98	543.70	406.60	394.70

BE : Budget Estimates AE : Actual Expenditure

AE : Figures for 1997-98 are provisional.

Replacement of Cables

1671. SHRI T. GOVINDAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Union Government propose to replace the existing cable by fibre cables (optical) with a view to modernise the telephone industry;

(b) if so, the cost of the fibre cables to be purchased during the current financial year; and

(c) the places where the new cables are proposed to be installed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c): Optical Fibre Cables are not being proposed for replacing the existing copper cables. However, these are being laid mostly to inter-connect different towns for long distance transmission and also to connect different exchanges in the same city.

Shortage of Power in Kerala

1672. SHRI G.M. BANATWALLA : Will the Minister of POWER be pleased to state :

(a) whether there is a persistent power crisis in Kerala;

(b) if so, the total demand and supply of power in the State at present;

(c) the different sources from which the power is being supplies;

(d) the average annual deficiency of power in the State;

(e) details of the measures being taken for augmenting power generation in the State; and

(f) the time by which the State is expected to become self-reliant in the power generation?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) The details of power supply position in Kerala during 1997-98 and April, 1998 is given below:

(Figures in MW net)

	1997-98	April, 1998
Requirement	11611	1050
Availability	9404	934
Shortage	2207	116
% Shortage	19.0	11.0

There are no power cuts on EHT/HT industries in Kerala at present.

(c) Kerala is being supplied power from its own hydro & diesel generating power stations, Central generating stations in the Southern Region and it gets power assistance from Eastern Region as well as neighbouring States.

(d) During the year 1997-98, the energy shortage in Kerala was 19%. In order to augment the power supply in the State, a number a power projects are under execution in the State Sector. To supplement the efforts of the State, in this direction, new power projects are under execution in central sector in Southern Region also.

Institutional arrangements have also been finalised for transfer of 125 MW power from Eastern Region to Kerala to augment the power supply in the State.

(e) and (f) Measures taken to improve the power shortage in Kerala include speeding up commissioning of on-going power projects, maximising generation from existing power stations, demand side management, reduction in T & D losses and arranging power assistance from Eastern Region.

A number of new power projects with a total capacity of about 3497 MW are proposed to be developed by the Private Sector in Kerala.

New Mass Emission Standards

1673. SHRI S.S. OWAISI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have set new mass emission standards for vehicles manufacturers on or after April, 2001 to provide cleaner environment;

(b) if so, the details thereof;

(c) whether these norms have been set for all types of vehicles; and

(d) if so, the extent to which it is likely to help in the cleaner environment?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) The Government have set new mass emission standards for vehicle manufactured on or after 1st April, 2000 to provide cleaner environment. Necessary notification has already been published in the Official Gazette through G.S.R. No. 493 (E) dated 28.8.1997.

(c) The new emission norms have been set for all types of vehicles except tractors, Off Highway vehicles.

(d) Since these emission standards are stricter than the existing emission standards, it will definitely help for the cleaner environment. However, the overall effect of these new emission standards cannot be specifically measured or quantified.

[Translation]

Accidents in UP

1674. SHRIMATI KAMAL RANI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of accidents and the number of persons killed therein due to lack of bypasses on the National Highways during the last three years in Uttar Pradesh, year-wise;

(b) the steps taken by the Government so far to check these accidents;

(c) whether the steps taken are sufficient to check this menace; and

(d) if not, the extra efforts made or proposed to be made to check the same?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Data relating to accidents due to lack of bypasses is not maintained. However, year-wise data for the State of Uttar Pradesh is indicated below :—

S.No.	Year	Accidents	Persons killed
1.	1995	Figures not available	Figures not available
2.	1996	5622	3098
3.	1997	5648	3165

(b) to (d) Bypasses around the congested towns on National Highways are being constructed in order to give relief to the through moving traffic in a phased manner subject to the inter-se-priority of works and availability of funds.

[English]

Fund to Assam for National Highway

1675. DR. JAYANTA RONGPI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any memorandum or request has been received from Government of Assam asking for the release of funds to repair and maintain the National Highways of the State during last two years;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir.

(b) State Government had requested for the following amounts :

Sl. No.	Year	Amount
1.	1996-97 (RE)	38.56 crores
2.	1997-98 (BE)	41.78 crores

(c) The Government released the following amounts within the available resources :

Sl. No.	Year	Amount
1.	1996-97	10.07 crores
2.	1997-98	11.63 crores

Improvement and Expansion of Calcutta Port

1676. SHRI AJOY MUKHOPADHYAY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any scheme have since been taken for improvement and expansion of Calcutta Port; and

(b) if so, the details thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) and (b) Fifteen scheme for improvement of Calcutta Dock System are under implementation and an outlay of Rs. 7.99 crores has been provided for this Dock System during 1998-99. However, there are no plans for expansion of Calcutta Dock System during the IX plan period.

Regulatory Authority for Road Sector

1677. SHRI MULLAPALLY RAMACHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government propose to set up a Regulatory Authority for the roads sector; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEVENDRA PRADHAN) :

(a) No, Sir.

(b) Does not arise.

Non-Formal Education Programmes

1678. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether some Non-Formal Education Programmes were launched by the Government during Eighth Plan;

(b) if so, the States where these programmes were launched; and

(c) the details of achievements made under the programmes, State-wise?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) The Centrally Sponsored Scheme of Non-Formal Education was introduced in the Seventh Plan with the objective of providing opportunities for elementary education to out of school children in the 6-14 years age group at their own pace and convenience. The scheme has been consolidated and expanded during Eighth Plan.

(b) the Scheme covers ten educationally backward States as well as Urban slums, remote hilly pockets and tribal areas in other States/UTs.

(c) A statement giving number of children covered under the scheme in 1997-98 in different States/UTs is attached.

Statement

Non-Formal Education Programme—Number of Children (Approximate) Covered During 1997-98

(In Lakhs)

Sl.No.	Name of State/U.T.	1997-98
1	2	3
1.	Andhra Pradesh	10.79
2.	Arunachal Pradesh	0.02

1	2	3
3.	Assam	3.59
4.	Bihar	13.40
5.	Gujarat	0.37
6.	J & K	0.73
7.	Madhya Pradesh	9.35
8.	Manipur	1.00
9.	Meghalaya	0.12
10.	Mizoram	0.05
11.	Orissa	8.84
12.	Rajasthan	4.89
13.	Tamil Nadu	1.02
14.	Triपुरa	0.37
15.	Uttar Pradesh	16.57
16.	Chandigarh	0.02
17.	D & N Haveli	0.02
18.	Haryana	0.15
19.	Himachal Pradesh	0.09
20.	Karnataka	0.41
21.	Maharashtra	0.79
22.	West Bengal	0.25
23.	Delhi	0.06
24.	Punjab	0.02
25.	Kerala	—
Total		72.62

I.C.I.C.I. Report

1679. SHRI C.D. GAMIT : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have since received the report of the Industrial Credit and Investment Corporation of India about the operational performance of the cellular telephone service industry in the non-metro areas;

(b) if so, the details thereof indicating the main recommendations of the Report; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) The Industrial Credit and Investment Corporation of India (ICICI) who were requested to carry out a quick study of the operational performance of the cellular service industry pending Bureau of Industrial Costs & Prices (BICP)'s techno-economic study thereof have given a draft report to Government.

(b) and (c) Question does not arise, as final report has not been received.

AIR Station at Asansol

1680. SHRI MAHBOOB ZAHEDI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether a decision was taken to set up a full fledge AIR station including studio at Asansol;

(b) if so, the reasons for not implementing the decision; and

(c) the time by which AIR station including studio are likely to be set up at Asansol?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Yes, Sir.

(b) and (c): A 2 × 5 KW FM Transmitter at Asansol has been commissioned on 15.08.1997 as a Relay Centre. The proposal to set up Studio at Asansol and a few other places could not be taken up due to financial constraints.

Strengthening and Widening of NH-63

1681. SHRI VIJAY SANKESHWAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the demand for strengthening and widening of NH-63 (Ankola to Joladrashi between Hubli and Gadag);

(b) if so, the action initiated in this regard; and

(c) the time by which this could be accomplished?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Yes, Sir. Annual Plan 1998-99 provides for strengthening and widening from Km. 140 to 157 of NH-63 at a cost of Rs. 2.5 crores.

Local Call Facility

1682. SHRI SAMIK LAHIRI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to provide local call facility to Falta Export Processing Zone and Diamond Harbour from and to Calcutta;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) No, Sir.

(b) Not applicable in view of (a) above.

(c) 1. As per the Departments policy, the local call facility is provided in bigger exchange systems at 300 sec. pulse rate or at unlimited duration in smaller exchange systems.

2. Also (Local) call facility at 180 sec. pulse rate is provided.

(i) Between exchanges within a Short Distance Charging Area (SDCA).

(ii) When the radial distance between two Short Distance Charging Centres (SDCC) of two SDCAs is less than 20 Kms.

(iii) When the local areas of two telephone exchange systems have common boundaries.

3. Since Falta export zone and Diamond Harbour exchanges do not fulfill any of the criteria laid down for provision of local call facility to and from Calcutta, as given above this facility has not been provided.

Super Thermal Power Plant at Karba

1683. DR. MAHANT CHARAN DAS : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether despite being the most polluted area, approval has been granted for setting up of Super Thermal Power Plant in Karba district of Madhya Pradesh; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir, 2 × 535 MW coal based power project of Ms. Daewoo Power India Limited in Korba area was accorded environmental clearance in April, 1997.

(b) This is Pit Head Site Specific Power Project and while according environmental clearance stringent environmental safeguard measures have been stipulated for minimising the adverse environmental impacts. An Action Plan has also been drawn for abatement of pollution in the Korba area.

Winding up of C.B.F.C.

1684. SHRI SHANKER PRASAD JAISWAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government are considering to wind up the Central Board of Films Certification;

(b) if so, whether the Government are also considering to introduce "green channel" and "red channel" system on the pattern of custom system; and

(c) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) No, Sir.

(b) and (c) This idea was mooted at a recent National Conference on Films at Mumbai but no decision has been taken regarding introduction of "Green Channel" for certification of films.

[Translation]

Villages Covered Under Local Relay Centres

1685. SHRI JAYSINHJI CHAUHAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of the villages in the country covered under the local relay centres and national network programmes of Doordarshan in the country, State-wise;

(b) whether the schemes for expansion of their range have been formulated or proposed to be formulated by the Government;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Whereas TV service is available throughout the country, including all the villages, via satellite, by using an appropriate dish antenna system, terrestrial transmission is available to an estimated 86.9 per cent of population including those living in the villages.

(b) to (d) With a view to further increasing terrestrial TV service in the country, 368 transmitters of varying powers, are presently at various stages of implementation at different locations in the country. With the commissioning of these project under implementation/ envisaged to be set up, TV service in the country is expected to be available to 93.5 per cent population of the country including those living in the villages and fringe service areas by the end of the 9th Plan.

Setting up of Captive Power Stations

1686. SHRI SUSHIL CHANDRA VARMA : Will the Minister of POWER be pleased to state :

(a) the names of places where captive Power Stations are being set up and the companies associated with them;

(b) the number of Captive Coal, Oil and Gas based power stations;

(c) whether any of the Captive Power Stations has been completed so far; and

(d) if so, the locations thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (d) As per information available with the Government, as on March 31, 1996, 20 major industries have set up captive generating capacity (having an installed capacity of 1 MW and above) of 11,628.27 MW in the country. Details regarding the type of fuel and the location of these captive power stations are not available as Under Sector 44 of the Electricity (Supply) Act, 1948, the State Electricity Boards

give consent to setting up of captive power plants by various industries.

[English]

Weightage to Subjects

1687. SHRI RAMESHWAR PATIDAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 1929 dated August 4, 1997 and state:

(a) whether the matter still remain unresolved and the fate of scores of candidates is hanging in fire;

(b) if so, whether the Government have issued/plan to issue any guidelines to Delhi University in this regard;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (d) With reference to the reply given to Unstarred Question No. 1929 dated August 4, 1997 the University of Delhi has since informed that it is not true that weightage is not given to Home Science/Painting/Physical Education as one of the five compulsory subjects while considering students' candidature for admission to various undergraduate courses conducted by the University. The present Question, therefore, does not arise.

Financial Assistance to Universities in Kerala

1688. SHRI A.C. JOS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total financial assistance provided by the UGC to the Universities in Kerala, during each of the last three years, year-wise;

(b) whether there exists any mechanism for monitoring the utilisation of such financial assistance;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) A statement showing the grants released to Universities in Kerala during the last three years is attached.

(b) to (d) The grants paid by UGC are monitored through the Progress Reports of Expenditure and the Utilisation Certificates furnished by the Universities for the grants sanctioned earlier.

Statement

The total financial assistance provided by the UGC to the Universities in Kerala during each of the last three years

(Rs. in lakhs)

Sl.No.	Name of University	1995-96	1996-97	1997-98
1.	Calicut University	131.34	85.85	95.69
2.	Cochin University of Science & Technology	78.46	134.16	210.44
3.	Kerala University	127.31	103.30	136.84
4.	Kerala Agricultural University	—	0.22	0.46
5.	Mahatma Gandhi University	37.10	29.29	76.70

Redressal of Grievances

1689. PROF. CHAMAN LAL GUPTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any designated Grievance Officer at the Regional Office of Kendriya Vidyalaya Sangathan, Delhi;

(b) if so, the details of the grievances redressed by him since 1995 till date;

(c) whether some grievances are pending against the Regional Office (Delhi) employees/officers; and

(d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Yes, Sir.

(b) The details of the grievances redressed are as under :—

Year	No. of Grievances redressed	Nature of Grievances
1995	Nil	—
1997	01	Harassment
1997	18	Generally Establishment claims like payment of arrears; fixation of pay, crossing of Efficiency Bar etc.
1998 (till March)	02	Non payment of salary and entitlement of Bonus.

(c) No, Sir.

(d) Does not arise.

[Translation]

Telephone on Demand

1690. SHRI SHANTILAL PURSHOTTAMDAS PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have fixed any target to make telephone available on demand in every part/city of each of the States by the year 2000;

(b) if so, the details of the progress made in this regard as on date;

(c) whether the targets fixed are expected to be achieved by the year 2000; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (d) The draft 9th Five Year Plan proposals submitted to Planning Commission for approval envisages, provision of telephone on demand by the year 2002. This objectives is to be achieved with the participation of Private Sector complimenting the efforts of the DOT/MTNL. It is estimated that 237 lakhs of additional telephone connections will be required to be provided during the 9th Plan to make the telephone available on demand. DOT (including MTNL) proposes to provide 185 lakhs of new telephone connections and it is estimated that the

balance of 52 lakhs will be provided by the Private Operators. During the first year (1997-98) of the 9th Five Year Plan 32.59 lakh telephone connections were provided in the country against the target of 29 lakh telephone connections. During 1998-99 9th Plan proposal envisages provision of 33 lakh new telephone connections. This has been increased to 36 lakh telephone connections in the Annual Plan 1998-99.

Six private companies have signed Licence Agreement for providing Basic Telephone Service in six Circles, and one among them has started service in Madhya Pradesh this month.

[English]

National Highways Affected by the Natural Calamities

1691. SHRI RAMPAL UPADHYAY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the details of the National Highways affected by the natural calamities in Rajasthan during the last three years; and

(b) the expenditure incurred during the period till date on the repair work of these National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
(a) National Highway Nos. 8, 11, 12, 14 and 15.

(b) Yearwise amounts allocated to the State of Rajasthan on account of Maintenance and Repairs of National Highways are indicated below :—

Year	Rs. in Lakhs
1995-96	1860.72
1996-97	2669.08
1997-98	3641.71
1998-99	873.19

[Translation]

Norms for Setting up Primary Schools

1692. SHRI CHINMAYANAND SWAMI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government are holding discussions with the State Governments for setting up a primary school for a population of every one thousand; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) No, Sir.

(b) Does not arise.

[English]

Plans for Satellite Port of Mormugao

1693. SHRI FRANCISCO SARDINHA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any plan for setting up of a satellite port at Mormugao;

(b) if so, the details thereof; and

(c) the progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
(a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Grant to Voluntary Organisations

1694. SHRI CHHATTRA PAL SINGH : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) the names of the scheme for which the grant is being provided to the voluntary organisations by the Ministry of Science and Technology;

(b) the total grant provided during the last two years under each scheme and the criterion adopted to provide the same;

(c) the name of the organisations which have received the grant during the last two years alongwith the State-wise and scheme-wise names of the projects for which the grant was provided;

(d) whether irregularities have been committed in giving the grant; and

(e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (e) The information is being collected and will be placed on the table of the House.

[English]

Power Projects of W.B.

1695. SHRI AJAY CHAKRABORTY: Will the Minister of POWER be pleased to state:

(a) the number of power projects submitted by West Bengal which are under the consideration of the Government for approval;

(b) if so, whether the Government propose to hold a joint meeting with the State Government in this regard; and

(c) the expected quantum of power generation from the projects submitted by the State Government during the last three years?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (c) The details of the various power projects received in the last three years from West Bengal from the Private Sector, along with their status of clearance is as under :

Sl.No.	Name of Project	Capacity (MW)	Date of Receipt	Present status of clearance
1.	Bakreshwar TPP	420	3/97	Cleared on 26.05.1998
2.	Gounpore TPP	150	2/97	Under examination
3.	Sagardighi TPP	1000	3/97	Returned in 5/97

No proposal was proposed or is pending for the State Sector in this period.

The proposals for Gouripore would be recommended for techno-economic clearance (TEC) subject to the private promoters complying with the observations made by CEA, particularly on cost of the project. Sagardighi TPS (1000 MW) has been returned for want of pending inputs such as fuel linkage, transportation arrangement, water availability, firmed up costs etc.

[Translation]

Memorial at Gorata Village

1696. SHRI RAMCHANDRA VEERAPPA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a memorial is proposed to be constructed at Gorata village in Karnataka in the memory of those who laid their lives during the freedom struggle;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) No, Sir.

(b) Does not arise.

(c) The implementation Committee for the Commemoration of 50th Anniversary of India's Independence in its 4th meeting held on 07.01.1998 decided that instead of building memorials in all the States/UTs, funds may be provided for upgrading/modernising existing Schools in the country in the Golden Jubilee Year of India's Independence.

[English]

Balika Samridhi Yojana

1697. SHRI K. YERRANNAIDU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have reviewed the Balika Samridhi Yojana launched during the 50th year of independence;

(b) if so, the details thereof;

(c) the amount demanded for the project in 1997-98 and the amount sanctioned, State-wise; and

(d) the number of girls to be covered under the project and actual coverage made?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) No, Sir.

(b) Does not arise.

(c) and (d) An amount of Rs. 148.94 crores was estimated for 1997-98 to benefit 28.37 lakh girl children. However, due to constraints on resources, an amount of Rs. 60.00 crores was made available to benefit 12.00 lakh girl children during 1997-98. A statement indicating the amount sanctioned State/Union Territory-wise is attached.

Statement

S.No.	Name of States/UTs	Amount sanctioned during 1997-98 (Rs. in Lakhs)
1	2	3
1.	Assam	215.485
2.	Nagaland	5.305
3.	Meghalaya	17.845
4.	Sikkim	3.255
5.	Bihar	1068.69
6.	Rajasthan	325.675
7.	Manipur	11.48
8.	Arunachal Pradesh	9.32
9.	Orissa	332.115
10.	Tripura	17.425
11.	Jammu & Kashmir	52.5
12.	Madhya Pradesh	550.35
13.	Punjab	42.415
14.	Himachal Pradesh	27.745
15.	West Bengal	412.775
16.	Haryana	86.495
17.	Pondicherry	5.03
18.	Andhra Pradesh	219.53

1	2	3
19.	Karnataka	227.025
20.	Uttar Pradesh	1403.91
21.	Lakshadweep	0.39
22.	Tamil Nadu	238.16
23.	Kerala	81.925
24.	Goa	3.34
25.	Gujarat	158.23
26.	Delhi	18.815
27.	Daman & Diu	0.7
28.	A & N Islands	1.65
29.	Chandigarh	1.92
30.	Maharashtra	457.42
31.	Mizoram	3.085
Total		6000.005

National Coastal Protection Projects

1698. SHRI V.M. SUDHEERAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have received a scheme entitled 'National Coastal Protection Project' from the Government of Kerala to cover 97 kms. by new sea walls and reformation of 49 kms. of damaged sea walls;

(b) if so, the details thereof; and

(c) whether the Government have taken any decision in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) The Union Ministry of Water Resources have received a proposal from Government of Kerala for taking up anti-sea erosion works at vulnerable points affected along the coastline of Kerala. The

estimated cost of the proposal is Rs. 346.5 crore. The Ministry of Water Resources have not taken any decision on the proposal.

[*Translation*]

Power Plants by Enron

1699. SHRI R.S. GAVAI : Will the Minister of POWER be pleased to state:

(a) whether any proposal to set up power plants to generate electricity upto 10000 MW have been received from the American multinational company, Enron Corporation;

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

(c) the reaction of the Government thereto?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Yes, Sir.

(b) The proposed gas fired power plants are to be set up in different locations, which have not been indicated.

(c) A Standing Independent Group having acknowledged experts in power and finance under the Chairmanship of Justice P.N. Bhagwati, Retired Chief Justice, Supreme Court of India had been set up in 1997 to establish parameters for negotiation of power projects proposed to be set up by foreign agencies/companies. The modalities for setting up these projects are being finalised.

[*English*]

Light Trainer Aircraft Hansa-3

1700. SHRI PANKAJ CHOUDHARY :
SHRI RAMANAND SINGH :
SHRI K.C. KONDAIAH :

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a successful trial of Light-Trainer-Aircraft Hansa-3 manufactured by Hindustan Aeronautics Limited, Bangalore, has been conducted recently;

(b) if so, whether there is a proposal to start the commercial production of this aircraft;

(c) if so, the details thereof;

(d) whether the expected cost of production of this aircraft has been estimated; and

(e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) The inaugural test flight of the Light Trainer Aircraft HANSA-3 Prototype II was carried out on the 11 May, 1998 successfully. This Aircraft is a prototype designed, developed and manufactured by National Aerospace Laboratories, Bangalore and not by Hindustan Aeronautics Limited.

(b) Yes sir.

(c) The commercial production of this aircraft is likely to be taken up towards end of 1998 by a private sector company based in Bangalore.

(d) Yes sir.

(e) The expected cost of production is Rs. 30 lakh per aircraft.

Construction of Zuari Bridge

1701. SHRI RAVI SITARAM NAIK : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government are aware that the existing Zuari Bridge in Goa needs major repairs;

(b) whether the Government proposes to construct a new Zuari Bridge on BOT basis;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) and (c). Yes, Sir. There is a proposal to construct a new Zuari Bridge on BOT (Build, Operate & Transfer) basis.

(d) Does not arise.

[*Translation*]

Irregularities in Recruitment in Nehru Yuva Kendras

1702. SHRI RAJVEER SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received any information regarding the irregularities in the recruitment of co-ordinators in Nehru Yuva Kendras;

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

(c) whether even after the interview of candidates in November, no appointments have been so far; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) and (b) Yes, Sir. Certain complaints have been received about the alleged irregularities in the process of selection of Youth Co-ordinator. These are being inquired into.

(c) and (d) No appointment of Youth Co-ordinators has been made by the Nehru Yuva Kendra Sangathan as the sanction of posts is yet to be received from the Ministry of Finance.

[English]

Shortage of Power in Andhra Pradesh

1703. SHRI R. SAMBASIVA RAO : Will the Minister of POWER be pleased to state:

(a) whether in Andhra Pradesh additional 400 MW of power will be made available during the next summer;

(b) if so, the total power produced in the State at present;

(c) the extent to which it is less in comparison to its demand; and

(d) the steps being taken by the Government to improve the power situation in the State to meet the demand?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Andhra Pradesh has been allocated 150 MW out of unallocated quota from NTPC stations in Eastern Region and availing this assistance on 220 KV Balimela-Upper Sileru line. 500 MW power could be supplied from Eastern Region on completion of 400 KV Jeypore-Gazuwaka D/C line with HVDC back to back terminal at Gazuwaka scheduled to be commissioned by March, 1999 and completion of some 400 KV lines in Southern Region and APSEB installing about 1300 MVAR shunt capacitors in their system. However, on commissioning of 400 KV Jeypore-Gazuwaka D/C line without HVDC terminal, which is expected by June/July,

1998, total upto 320 MW power could flow from Eastern Region to Andhra Pradesh including the present supply of 150 MW provided APSEB completes the identified transmission and distribution lines in their system.

(b) In the month of April, 1998 the total energy produced in AP system including purchases from IPPs is detailed below :

Generation from APSEB's hydel stations	408,046 MU
Generation from APSEB's thermal stations	1731,435 MU
Relief from Vijeswaram Gas Station	149,892 MU
Purchase from IPPs (including Captive generation)	270,591 MU
Total	2559,964 MU

(c) During April, 1998 the requirement of power in Andhra Pradesh was about 3600 MU and availability was about 3100 MU (this is inclusive of assistance from ER and WR).

(d) Andhra Pradesh has already been allocated 22.5% power from the unallocated quota in Central Sector stations in Southern Region and 150 MW from NTPC stations in Eastern Region. In addition, Andhra Pradesh is also being provided assistance of around 300 MW power from Western Region during off-peak hours. Also a new power plant at Simadhri of total capacity 1000 MW is being set up by NTPC in Andhra Pradesh and likely to be commissioned in 2001-02.

New University in North Orissa

1704. SHRI KHARABELA SWAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the UGC has approved the proposal of the Government of Orissa to open a new university in North Orissa; and

(b) if so, the present position regarding implementation of the said proposal?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) According to the information furnished by University Grants Commission (UGC), no proposal for establishment of a new University in North Orissa has been received by the Commission from Government of Orissa.

(b) Does not arise.

Pipavav Project in Gujarat

1705. DR. VALLABHBHAI KATHIRIA :
SHRI P.S. GADHAVI :

Will the Minister of POWER be pleased to state :

(a) whether Central Electricity Authority has received any proposal for 'In Principle' clearance to Pipavav Power Project in Gujarat;

(b) if so, whether the clearance has been given to the project; and

(c) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (c) The proposal for In-Principle Clearance (IPC) to Pipavav dual-fuel based power station (615 MW) was received from M/s. Gujarat Power Corporation Limited (GPCL). The IPC of Central Electricity Authority is accorded only to the generating company who executes the project to facilitate them in tying-up of various inputs, including finances. As GPCL was not the executing agency of the project and were still to identify the party for executing the project, the IPC as requested by them could not be accorded and the proposal was returned in October, 1996.

Pay and Pension Cases in Haryana

1706. SHRI SHAKUNI CHOUDHARY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether a large number of pay and pension anomaly cases are pending in Haryana Telecom Circle;

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

(c) the details of periodicity of those cases and the reasons for these cases not being settled at Department level; and

(d) the time by which these are likely to be settled?

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

(b) Not applicable.

(c) Not applicable.

(d) Not applicable.

Telecom Programme for A&N Islands

1707. SHRI MANORANJAN BHAKTA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the details of Telecom programme for Andaman and Nicobar Islands during the Eighth Five Year Plan and achievements made so far in this regard;

(b) the details of telecom programmes for the Islands proposed to be finalised during the Ninth Five Year Plan;

(c) whether telephone system has failed in some areas of the Andaman and Nicobar Islands; and

(d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):
(a) The details of achievements during 8th Five Year Plan is as under :—

1. New Exchanges added	9
2. Switching Capacity added	6769
3. New Telephone connections added	3394
4. Village Public Telephones added	18
5. All exchanges in Islands were connected on group dialling w.e.f. 1.4.1996	
6. Following stations were connected on STD network	
a. Kadamtala	b. Wimberlygunj
c. Lapathy	d. Ferrargunj
e. Havelock.	

Achievements made in this regard from 1.4.97 to 31.3.98 are given below :—

1. New Exchanges added	1
2. Switching capacity added	5328
3. New Telephone connection added	2012
4. Village public Telephone added	30
5. Following stations were connected on STD network	
a. Kalighat	b. Long-Island
c. Neil	d. Chauldari

(b) Draft 9th Plan proposals have been submitted to the Planning Commission. Circlewise plans have not been framed.

(c) No major failure of telephone exchange was reported in any part of A&N Islands in recent times. However, Satellite link between Campbellbay to Port-Blair and Katchal-Port Blair was dislocated for few days due to fault in satellite equipment at Campbellbay and Katchal respectively.

(d) (i) Satellite link between Campbellbay and Port-Blair was disturbed from 1.5.98 to 15.5.98 due to fault in Reference Oscillator Unit at satellite bay in Campbellbay. Fault was rectified on 16.5.98 after the spare unit was sent alongwith an expert by the first available flight to Port Blair and Port Blair to Campbellbay by ship. However, time was lost in the shipment of the unit from Port Blair to Campbellbay because of irregular frequency of ship service.

(ii) Satellite link between Katchal and Port Blair was partially disturbed from 13.5.98 to 20.5.98 due to fault in SCPC modern unit at satellite bay in Katchal. Mode of transportation between Port Blair and Katchal is through ship whose frequency is also very irregular. Fault was rectified on 21.5.98 after the expert from Port Blair was sent by first available ship.

National Parks and Forest Reserves in M.P.

1708. SHRI MADHAVRAO SCINDIA :
SHRI V.K. KHANDELWAL :

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

(a) whether the Government of Madhya Pradesh has submitted any schemes for the development and maintenance of sanctuaries, national parks and forest reserves;

(b) if so, the details of the schemes approved; and

(c) the details of those schemes which have not been given clearance so far indicating their cost and the Centre's contribution therein?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir.

(b) and (c) No funds have been released during the current financial year because of the direction from the Ministry of Finance that all schemes for IX Plan, with allocation of more than Rs. 50 crores, require fresh

approval of the Expenditure Finance Committee (EFC) and the Cabinet Committee on Economic Affairs (CCEA).

Disturbances in DD Programmes

1709. SHRI K.H. MUNIYAPPA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware that due to cable operators manoeuvrings Doordarshan's signals are disturbed and the people are not able to watch DD programmes clearly;

(b) if so, whether it is being done to compel the people to take cable connections; and

(c) if so, the steps contemplated by the Government to thwart the designs of the cable operators?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Yes, Sir.

(b) and (c) Government are actively contemplating to ensure that all cable operators show at least two terrestrial Doordarshan channels with good quality of reception.

[Translation]

Private Investment In Power Sector

1710. SHRI RAVINDRA KUMAR PANDEY :
SHRIMATI SHEELA GAUTAM :

Will the Minister of POWER be pleased to state:

(a) whether the Government have allowed the participation of private sector companies in the power generation;

(b) if so, the details of such companies selected for this purpose and the criteria adopted for selection thereof, State-wise;

(c) the estimated investment proposed to be made and the quantity of power likely to be generated from them;

(d) whether the Government propose to have any control and monitoring the functioning and determination of power tariff by these companies; and

(e) if so, the details thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Yes, Sir.

(b) and (c) As on April 30, 1998, Central Electricity Authority (CEA) had accorded techno-economic clearance to 41 proposals for setting up power projects in the private sector having a total installed capacity of 20097.58 MW. Details are given in the enclosed Statement. The policy of Government of India for private participation in the power sector applies equally to all the States. The criteria adopted by the State for deciding the location of a power project is determined keeping in view certain essential techno-economic details such as distance from source of fuel, transportation of fuel water availability, aspects, feasibility of establishing the project from environmental and forest aspects, feasibility of power evacuation to the

load centre, etc. when the private power policy was launched in 1991, the initial project solicitation was through the Memorandum of Understanding/Letter of Intent, etc. route. However, Government has decided that after 18.2.1995, the proposed route for implementation of power projects in the private sector would be only through the international competitive bidding route, except for certain categories of projects like captive power plants, projects where a State Electricity Board/Public Sector Undertaking holds the major shares.

(d) and (e) The power tariff payable by the State Electricity Boards to the Independent Power Projects is governed by the Government of India's Tariff Notification dated 30.3.1992 as amended from time to time and the Power Purchase Agreement negotiated between them.

Statement

Private power projects techno-economically cleared by C.E.A.

S.No.	Name of the project	Capacity (MW)	State
1	2	3	4

HYDRO SCHEMES

NORTHERN REGION

1.	Baspa Stage-II HEP (M/s Jai Prakash Industries Ltd.)	300	Himachal Pradesh
2.	Vishnuprayag HEP (M/s Jai Prakash Industries Ltd.)	400	Uttar Pradesh

WESTERN REGION

3.	Meheshwar HEP (S. Kumars Ltd.) (Construction started)	400	Madhya Pradesh
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THERMAL SCHEMES

NORTHERN REGION

4.	Rosa TPP (M/s Indo-Gulf Fertilizers & Chemicals Corpn.)	567	Uttar Pradesh
5.	Dholpur CCGT (M/s RPG Dholpur Power Co. Ltd.)	702.7	Rajasthan
6.	Barsingsar TPP (M/s Hindustan Vidyut Corporation Ltd.)—on ICB route	500	Rajasthan

1	2	3	4
WESTERN REGION			
7.	Paguthan CCGT (Gujarat Torrent Energy Corp. Ltd.) (Financial closure achieved and construction started)	654.7	Gujarat
8.	Hazira CCGT (M/s Essar Power Ltd.) (Financial closure achieved and project fully commissioned)	515	Gujarat
9.	Baroda CCGT (M/s GIPCL) (Financial closure achieved and project synchronised with the State Grid on 24.8.1997)	167	Gujarat
10.	Surat Lignite TPP (M/s GIPCL) (Financial closure achieved and Construction started)	250	Gujarat
11.	Dabhol CCGT (M/s Dabhol Power Co.) (Financial closure achieved and Construction started)	2015	Maharashtra
12.	Bhadravati TPS (M/s Central India Power Co. Ltd.)	1072	Maharashtra
13.	Patalganga CCGT (M/s Reliance Patalganga Power Pvt. Ltd.)—on ICB route	447.1	Maharashtra
14.	Korba (East) TPS (M/s Daewoo Power India Ltd.)	1070	Madhya Pradesh
15.	Bina TPS (M/s Bina Power Supply Co. Ltd.)	578	M.P.
16.	Narsinghpur CCPP (M/s GBL Power India Ltd.)	166	M.P.
17.	Korba (West) Extn. (M/s India Thermal Power Ltd.)	420	M.P.
18.	Guna CCGT (M/s STI Power India Ltd.)	347.25	M.P.
19.	Pench TPP (M/s Pench Power Ltd.)	500	M.P.
20.	Bhilai TPP (M/s Bhilai Power Supply Company Limited)	574	M.P.
21.	Raigarh TPP (M/s Jindal Power Ltd.)	550	M.P.
22.	Bhander CCGT (M/s Bhandar Power Ltd.)	342	M.P.
23.	Pithampur DGPP (M/s Shapoorji Pallonji Power Co. Ltd.)	119.7	M.P.
24.	Ratlam DGPP (M/s GVK Power (Ratlam) Ltd.)	118.63	M.P.

1	2	3	4
SOUTHERN REGION			
25.	Jegurupadu CCGT (M/s. GVK Industries) (Financial closure achieved and project synchronised with the grid)	216	A.P.
26.	Godavari CCGT (M/s. Spectrum Tech.) (Financial closure achieved and construction started)	208	A.P.
27.	Vizag TPS (M/s. Hinduja National Corpn. Pvt. Ltd.)	1040	A.P.
28.	Ramagundam Extn. (BPL Group)—on ICB route	520	A.P.
29.	Kondapally CCGT (Lanco Industries Ltd.)—on ICB route	350	A.P.
30.	Toranagallu TPS (M/s. Jindal Tractebel Power Co. Ltd.) (Financial closure achieved and construction started)	260	Karnataka
31.	Mangalore TPS (M/s. Mangalore Power Co.)	1000	Karnataka
32.	Neyveli TPS-Zero Unit (M/s ST-CMS Electric Co.)	250	Tamilnadu
33.	Pillaiperumalnallur CCGT (Dyna Makowski Power Co.)	330.5	T.N.
34.	North Madras TPS-II (M/s Videocon Power Ltd.)	1050	T.N.
35.	Basin Bridge DGPP (M/s GMR Vasavi Power Corp. Ltd.) (Financial closure achieved and Construction started)	200	T.N.
36.	Tuticorin TPP St. IV (M/s SFIC Electric Power Corpn.)	525	T.N.
37.	Gamayanallur DGPP (M/s Balaji Power Com. Ltd.)	106	T.N.
38.	Samalpatti DGPP (M/s Samalpatti Power Co.)	106	T.N.
EASTERN REGION			
39.	Ib Valley TPS (Units 3 & 4) (IB Valley Corporation)	420	Orissa
40.	Balagarh TPS (M/s Balagarh Power Company Ltd.)	500	W.B.
41.	Jojobera TPP (M/s Jamshedpur Power Co. Ltd.)	240	Bihar
Total (Hydro+Thermal)		20097.58 MW	

[Translation]

Forest Fire

1711. SHRI RAM TAHAL CHAUDHARY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether forests and forest resources have been damaged due to fire in several States;

(b) if so, the details thereof for the last three years and reasons therefor, State-wise; and

(c) the steps taken/being taken by the Government to prevent such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) The information is being collected from State Governments and will be laid on the Table of the House.

Supply of Power to Farmers

1712. SHRI ASHOK PRADHAN : Will the Minister of POWER be pleased to state:

(a) whether the Government propose to supply power to the farmers on priority basis in the areas where NTPC/NAPP plants have been installed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (c) The supply and distribution of electricity in a State is primarily the responsibility of concerned State Government/State Electricity Board. Power supply to various sectors including agriculture in a State, is decided by the State Government/State Electricity Board keeping in view the priorities as well as demand and availability of power. However, the agricultural sector is given due priority by the State Governments.

The electricity generated from NTPC/NAPP power plants is fed to the regional grids, and is distributed to all categories of consumers, through the SEB's transmission and distribution network.

[English]

Free Telephone Calls in Karnataka

1713. SHRI K.C. KONDAIAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone subscribers in Karnataka;

(b) the number out of them in Bangalore city;

(c) the total free calls are allowed on each telephone;

(d) whether the number of free calls were reduced;

(e) if so, the details thereof; and

(f) whether Government propose to increase the number of free calls in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) and (b): Sir, as on 30.04.1998 there are 12,37,857 telephone subscribers in Karnataka, out of which 4,85,377 are there in Bangalore City.

(c) 150 free calls are allowed on a private telephone bimonthly.

(d) No, Sir.

(e) Does not arise in view of (d) above.

(f) Sir, there is no such proposal.

[Translation]

Waiting List for Telephone Connections in Delhi

1714. SHRI VIJAY GOEL:
SHRI VIJAY SINGH SOY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applicants waiting for telephone connections in Delhi in the special category under which top priority or priority is accorded to an applicant for providing the new telephone connections;

(b) the number of such telephone connections allotted on priority basis in the capital during the last three years; and

(c) the steps taken by the MTNL to cover the waiting list and to maintain the quality of telephone services in National Capital of Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) The information is being collected from field units and will be placed on the table of the House.

Construction of Rooms in Kendriya Vidyalayas

1715. SHRI RAJO SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some Kendriya Vidyalayas in Bihar are being run only in few rooms;

(b) if so, the details thereof, Vidyalaya-wise and the reasons therefor; and

(c) the steps being taken/proposed to be taken to improve the situation?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The information is being collected and will be placed on the table of the Sabha.

Commissions on Education

1716. SHRI THAWAR CHAND GEHLOT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of commissions constituted so far for educational reforms and the number of commissions which have submitted their reports to the Government;

(b) whether the Government propose to implement the scheme to make games period compulsory in the schools and to impart employment-oriented education;

(c) if so, the time by which it would be done and if not, the reasons therefor;

(d) whether the Union Government will make arrangements for play grounds in every High School and Higher Secondary School; and

(e) if so, the time by which it will be arranged and if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Since Independence, three major Commissions have been appointed on-education, viz., (i) the University Education Commission (1948-49), (ii) the Secondary Education Commission (1952), and (iii) the Education Commission (1964-66). The Education Commission (1964-66) had taken a synoptic view of all previous Commissions and Committees on education and its report was submitted

on 29th June, 1966. The formulation of National Policy on Education (NPE), 1986 took note of all reports of previous Committees and Commissions: NPE, 1986 was tabled in the House on 2nd May, 1986. It was further reviewed by Acharya Ramamurti Committee which submitted its report on 26th December, 1990 followed by a Central Advisory Board of Education (CABE) Committee on Policy headed by Shri N. Janardhana Reddy which submitted its report on 22nd January, 1992. Based on the recommendations of these Committees, the NPE, 1986 was revised and tabled in the House on 7th May, 1992.

(b) and (c) The CABE Committee on sports and physical education has recommended that sports and physical education be made compulsory subject in schools and colleges. The Department of Youth Affairs and Sports has accordingly advised all the States/Union Territories to make sports and physical education a compulsory subject in schools and colleges. Capacity has also been created to diver about 9.35 lakh students at the + 2 level to the vocational stream.

(d) and (e) There is a scheme to assist schools for development of playgrounds. Under this scheme, schools who apply through State Governments are given assistance limited to 50% of their estimated cost subject to a ceiling of Rs. 10.00 lakh. There is another scheme under which assistance upto Rs. 1.2 lakh is provided to schools situated in rural areas only.

[English]

Bakreswar Thermal Power Plant in West Bengal

1717. SHRI ANIL BASU :
SHRI BASUDEB ACHARIA :

Will the Minister of POWER be pleased to state :

(a) whether the construction of Bakreswar Thermal Power Plant in West Bengal would be stopped due to the sanctions imposed by the Japan; and

(b) if so, the remedial measures proposed to be taken by the Government in this regard?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) Bakreswar Thermal Power Project (3 × 210 MW) is an on-going project and the construction activities would not be affected by the sanctions imposed by the Government of Japan. It has been intimated that all subsequent tranches for on going projects would be considered by them on a case to case basis.

**Clearance to Power Projects from Gujarat State
Power Corporation**

1718. SHRIMATI BHAVNA DEVRAJBHAI CHIKHALIA:
Will the Minister of POWER be pleased to state:

(a) whether the Government have authorised the Central Electricity Authority to give clearance to Gujarat State Power Corporation for power projects before putting them on the competitive bids;

(b) if so, the details thereof; and

(c) the time by which the clearance is likely to be accorded?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) No, Sir. The present procedure does not envisage such clearance.

(b) and (c) Do not arise in view of reply to part (a) above.

STD Facility in Rural Areas

1719. DR. RAMKRISHNA KUSMARIA :
SHRI CHANDRA SHEKHAR SAHU :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the demands for providing STD facilities in rural areas are pending with the Government;

(b) if so, the numbers thereof, State-wise;

(c) the steps taken to settle those pending demands;

(d) whether most of the telephones in hilly areas of the country remain out of order frequently; and

(e) if so, the remedial measures proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) and (b) There are a number of demands for provision of STD to exchanges in Rural Areas. Out of 23509 exchanges in the country, STD has been provided to 17753 exchanges. The State-wise details of number of Exchanges in rural areas which are yet to be provided with STD facility are available in the enclosed statement.

(c) The remaining Exchanges are planned to be provided with STD facility during 9th Five Year Plan, subject to availability of resources.

(d) and (e) Generally the performance of telephones in hilly areas is satisfactory. However, for further improving the services following steps are being taken :

- Replacement of life expired exchanges by modern digital exchanges.
- Replacement of old and worn out equipment by modern new technology equipments.
- Training to Staff.
- Use of modern tools and testing equipments.
- Use of reliable transmission media.

Statement

No. of Telephone Exchanges pending, State-wise for provision of STD facility in Rural Areas

Sl. No.	State	No. of Exchanges
1	2	3
1.	Andhra Pradesh	493
2.	Assam	Nil
3.	Bihar	24
4.	Gujarat	252
5.	Haryana	406
6.	Himachal Pradesh	48
7.	Jammu & Kashmir	101
8.	Karnataka	264
9.	Kerala	Nil
10.	Madhya Pradesh	783
11.	Maharashtra	1190
12.	Goa	7
13.	Arunachal Pradesh	29

1	2	3
14.	Meghalaya	12
15.	Mizoram	16
16.	Tripura	5
17.	Manipur	10
18.	Nagaland	14
19.	Orissa	25
20.	Punjab	151
21.	Rajasthan	647
22.	Tamilnadu	147
23.	Uttar Pradesh	782
24.	West Bengal	140
25.	Sikkim	Nil
26.	Andaman & Nicobar	3
27.	Delhi	Nil
Total		5549

Land Acquisition for Kollam Bye Pass

1720. SHRI N.K. PREMCHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the land acquisition process of the third and fourth phases of Kollam Bye-pass has been completed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Acquisition of land for Phase-III is complete. In case of Phase-IV, land acquisition is complete in respect of 3 out of 15 blocks; it is in progress in respect of 12 blocks and earmarked to be completed within the current year.

[*Translation*]

Anti India Propaganda on T.V. and Radio

1721. SHRI RAGHVENDRA SINGH :
SHRI ANAND RATNA MAURYA :
SHRI VISHNU DATT VAIDYA :
SHRI AJIT JOGI :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government are aware that Pakistan has again started anti-India propaganda on T.V. and Radio in respect of Kashmir issue; and

(b) if so, the details thereof and counter measures, if any, taken to thwart such propaganda?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) Yes, Sir. Pakistan has been carrying on vicious anti-India propaganda regarding the Kashmir issue on its electronic media and there was no let up in this propaganda at any stage during the last few years. Pakistan's electronic media are trying to create hatred among the Kashmiri muslims against India by broadcasting/telecasting distorted or totally baseless reports and by levelling baseless charges/allegations against India and its security forces.

The terrestrial network of All India Radio and Doordarshan have been strengthened to improve their coverage in the border area by commissioning new stations, upgrading the power of some of the existing transmitters and broadcasting/telecasting programmes including news bulletins that present the facts in their proper perspective. In addition, programmes are also mounted regularly on Doordarshan's International channel presenting a correct picture on Kashmir. Presently 4 High Power Transmitters (HPTs), 7 Low Power Transmitters (LPTs) and 27 Very Low Power Transmitters (VLPTs) are functioning in the State of Jammu and Kashmir. Further one HPT, 3 LPTs and 10 VLPTs are under installation stage.

[*English*]

Yamuna Action Plan

1722. SHRI SUSHIL KUMAR SHINDE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Central Pollution Control Board has prepared Rs. 480 crore comprehensive Yamuna Action

Plan to clean the polluted river, to be funded by the Overseas Environment Cooperation Fund, Japan, through a soft loan of 17.77 billion yen;

(b) if so, the details of the plan and terms of the Japanese loan; and

(c) the time by which it is scheduled to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) A loan agreement was signed on December 21, 1992 between the Overseas Economic Cooperation Fund (OECF) of Japan and the Government of India to finance the Yamuna Action Plan. As per this agreement, OECF has extended a loan of Japanese Yen 17.77 billion for pollution abatement works of river Yamuna.

(b) The action plan aims at improving the water quality of the river Yamuna by undertaking such works as interception & diversion of domestic sewage, construction of sewage treatment plants, low cost toilets, bathing ghats, improved wood crematoria and works of afforestation, public awareness etc. The OECF funded Yamuna Action Plan covers 15 towns out of which 6 are in Haryana and 8 in Uttar Pradesh besides Delhi. The loan bears an interest rate of 2.6% with a repayment period of 30 years.

(c) The Scheme is targetted to be completed by 31.12.1999.

S.T.D. Facility

1723. SHRI SURESH CHANDEL:
SHRI NARENDRA BUDANIA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether members of the Telecom Advisory Committee of the States are provided with STD facility; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) Does not arise in view of (a) above.

MTNL Report on Restructuring

1724. SHRI AMAR PAL SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the MTNL has engaged three international consultancy firms to submit reports on the restructuring its organisation;

(b) if so, the details thereof;

(c) the deficiencies which compelled MTNL for such a move; and

(d) the steps proposed to be taken to improve and speed up the productivity of MTNL and improve its financial and material management?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) No Sir.

(b) and (c) Not applicable in view of answer to (a).

(d) In order to improve the material management functions in the Nigam, a case is under process to award Indian Institute of Material Management (IIMM), New Delhi, an All India body of professionals dealing with Materials Management & Inventory Control, to simplify, rationalise and re-structure the purchase policy and practices, as well as, to computerise the functioning of MM Cell in MTNL. In addition to improve the financial management of the company, a proposal is on the anvil to streamline the Financial Management System in the country. M/s Tata Consultancy Services has been engaged to introduce a modern Financial Management System. Further, for organisational restructuring of its management and executive functions, MTNL is proposing to entrust the consultancy work to Administrative Staff College, Hyderabad, as soon as complete delinking from DOT takes place.

Public Telephones in Rural Areas

1725. COL. SONA RAM CHOUDHARY :
SHRI PRABHASH CHANDRA TIWARI :
SHRI G. GANGA REDDY :
SHRI SURENDRA PRASAD YADAV
(JHANJHARPUR) :
SHRI RANJIB BISWAL :
SHRI RAM NARAIN MEENA :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the details of National Telecom Policy for setting up village public telephones;

(b) whether the Government have made a plan to provide public telephones to each and every villages in the country;

(c) if so, the number of villages so far provided with public telephones, State-wise;

(d) the reasons for not providing telephones in the remaining villages;

(e) the target set up for village public telephones and achievements made in this regard during the last three years;

(f) the manner in which the target is likely to be achieved; and

(g) the details of estimated cost incurred on installation of telephone in the rural and far flung areas?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):
(a) to (d) The objectives of the 'National Telecom Policy' 94, is to provide a telephone to all the villages by 1997. This has to be done by DOT and the private operators in Basic Telecom services. As the entry of Private operators has been delayed and DOT has not met its targets fully, it is expected that it would be possible to cover all the villages by the end of 9th Five Year Plan.

The number of villages provided so far with public telephones, circle-wise is given in the enclosed statement.

(e) The last three years' targets and achievements are as follows :

Year	Target	Achievement
1995-96	105000	31497
1996-97	75000	56719
1997-98	83000	42855

(f) It is planned to cover all the remaining villages during the Ninth Five Year Plan by combined efforts of Department of Telecom as well as contribution made by the private basic telecom service operators.

(g) The estimated cost of installation of a village public telephone using MARR system technology is Rs. 80,000/- on an average on all India Basis.

Statement

Total No. of Villages, Villages provided with Village Public Telephones

Sl. No.	Circles	Total Villages on 1/4/97	Cumulative Villages covered as on 31.3.98
1	2	3	4
1.	A&N	292	141
2.	AP	29460	22838
3.	AS	22224	10348
4.	BH	79208	18184
5.	GJ	18125	13923
6.	HY	7018	6705
7.	HP	16997	6579
8.	JK	6453	2490
9.	KT	20724	20870
10.	KL	1530	1530
11.	MP	71526	39245
12.	MH	40430	29211
13.	NE	14197	3610
14.	OR	46989	18575
15.	PB	13252	12834
16.	RJ	37889	20594
17.	TN	20196	19568

1	2	3	4
18.	UPE	75462	32012
19.	UPW	37106	16154
20.	WB	38337	14142
21.	CA	468	443
22.	Delhi	191	191
Total		604374	310687

VHPTs/HPTs/LPTs In the Country

1726. DR. LAXMINARAYAN PANDEY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the details of Very High Power, High Power and Low Power Transmitters functioning in the country at present, State-wise;

(b) the details of each of the said transmitters on which installation of work is in progress location-wise alongwith the cost involved therein and the time of their completion; and

(c) the details of such transmitters proposed to be set up during the current financial year, location-wise?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Statement-I is enclosed.

(b) Statement-II showing transmitters for which installation work is in progress is enclosed. Approximate cost of setting up of a High Power Transmitter (HPT) is about 10.00 crores while that of a Low Power Transmitter (LPT) is about Rs. 1.00 crore. The approximate cost of a Very Low Power Transmitter (VLPT)/Transpose is about Rs. 75.00 lakhs. Lead time involved in completion is about 3-4 years for HPT Projects and 1-2 years for LPT Projects.

(c) Out of the list of locations provided in the statement referred to in part (b) of the question, approximately 9 HPTs and 100 LPTs/VLPTs are targeted to be completed during the current financial year.

Statement-I

Doordarshan Network (As on. 31.5.1998)

S.No.	State/U.T.s	TV Transmitter (Primary Channel)					TV Transmitters Other than Primary Channel			
		HPTs	LPTs	VLPTs	Tran.	Total	HPTs	LPTs	VLPTs	Total
1	2	3	4	5	6	7	8	9	10	11
1.	Assam	3	19	1	1	24	0	2	0	2
2.	Andhra Pradesh	8	55	6	1	70	1	0	0	1
3.	Arunachal Pradesh	1	2	35	0	38	0	1	0	1
4.	Bihar	5	40	1	1	47	0	1	0	1
5.	Goa	1	0	0	0	1	0	1	0	1
6.	Gujarat	4	42	3	2	49	1	1	0	2

1	2	3	4	5	6	7	8	9	10	11
7.	Haryana	0	8	0	0	8	0	1	0	1
8.	Himachal Pradesh	2	6	22	2	32	0	1	0	1
9.	Jammu & Kashmir	4	6	27	1	38	0	4**	0	4
10.	Kerala	3	18	2	0	23	0	3	0	3
11.	Karnataka	4	39	2	0	45	1	0	0	1
12.	Madhya Pradesh	6	64	9	0	79	0	1	0	1
13.	Meghalaya	2	2	2	0	6	0	2	0	2
14.	Maharashtra	5	62	7	1	75	1	1	0	2
15.	Manipur	1	1	3	0	5	0	1	0	1
16.	Mizoram	2	0	2	0	4	0	1	0	1
17.	Nagaland	2	2	4	1	9	0	1	0	1
18.	Orissa	3	55	6	1	65	1	4	2	7
19.	Punjab	4	4	0	1	9	0	1	0	1
20.	Rajasthan	4	57	12	2	75	0	2	0	2
21.	Sikkim	1	0	4	0	5	0	1	0	1
22.	Tamil Nadu	3	34	1	2	43	1	0	0	1
23.	Tripura	1	1	1	1	4	0	1	0	1
24.	Uttar Pradesh	9	57	23	3	92	0	4	0	4
25.	West Bengal	4	19	2	0	25	1	1	0	2
26.	Delhi	1	0	0	0	1	1	2*	0	3

1	2	3	4	5	6	7	8	9	10	11
27.	A&N Islands	0	2	10	0	12	0	1	0	1
28.	Daman & Diu	0	2	0	0	2	0	0	0	0
29.	Pondicherry	0	2	2	0	4	0	1	0	1
30.	Lakshdweep Islands	0	1	8	0	9	0	0	1	1
31.	Chandigarh	0	1	0	0	1	0	1	0	1
32.	Dadra & Nagar Haveli	0	1	0	0	1	0	0	0	0
Total		83	602	196	18	899	8	41	3	52

*LPTs for Parliament Coverage

**One LPT for Kashmir Channel

Total Transmitter : 951

Statement-II

Locations of TV Transmitters under Implementation

State		Location
Andhra Pradesh	HPT	Rajamundry (Permanent Set up) Warangal
	LPT	Pasra Rajampet Banswada Tekkali Sirper Macherla Bhainsa Narsaraopet Devarkonda Bobbili Pedapalli Darsi Kandukur Vinukonda Veldanda Madugula Pulamaner Punganur

State		Location
Andhra Pradesh		Vemalvada Strsilia Machilipatanam Zahirabad
	VLPT	Kanigiri Duttalur Madipardu
Arunachal Pradesh	-LPT	Miao
	VLPT	Tali/Tuting Pipu Dipu/Nyapi Longding Khimyong Hawat Kronli Hunli Mechuka Darak Sagalee Mukto
	Transposer	Sankhi View

State	Location	State	Location
Assam	HPT		VLPT
		Guwahati (DD II) Sitchar (DD II)	Biji Mahadev Panwanoo Dalhausi Chaupal Nichar Tissa Chauri Khas Pirbhayanu Jhatingiri Kaja Udaipur Awah Devi Karsog Banjar Chunaghai Nehri Ashapuri
Bihar	LPT		
		Bokakhat Dibrugarh (DD II)	
Bihar	HPT		
		Jamshedpur Patna (DD II)	
Bihar	LPT		
		Kodama Ramnagar Chatra Daudnagar Simri Bakhtiar Mushabani Barharwa Rosera	
Gujarat	VLPT		Jammu & Kashmir
		Garhwa	HPT
Gujarat	HPT		
		Bhuj (Pmt.) Surat Vadodara	LPT
Gujarat	LPT		
		Rajula Khambhalia Jhagadia Limb Dhandhuka Dhari Una Bantva Umargaon Modasa Botad Dharampur Lunawada Jamjodhpur Vyara Rajpila Radhnpor	VLPT
Gujarat			
			Darhal Bafiaz Ringdom Gompa Mulbekh Shargol Khalsi Tangtse Chushul Turtok Batalik Siachin (Base Camp)
Gujarat			Transposer
			Nagrota
Gujarat			Karnataka
			HPT
Haryana	LPT		
		Charkhi Dadri Mahendragarh Firozpur Jhirk Tohana Kamal Yamunanagar	LPT
Himachal Pradesh	LPT		
		Sujanpur Sunder Nagar	Jamkhandi Hattihal Dandeli Tumkur Mudhol Talikota Indi Huvin Hippargh

State		Location	State		Location
		Hiriyur			Kontla
		Hosdurg			Champa
		Kudligi			
		Hole Narsipur		VLPT	Sarangarh
		Koppa			Modakpal
		Belthangadi			Pathalgaon
		Mundargi			
		Sindhur	Maharashtra	HPT	Chanrapur
	VLPT	Sulya			Jalgaon
		Badami			Ratnagiri
					Nagpur (DD II)
Kerala	HPT	Calicut (Pmt.)		LPT	Mangaon
		Cannanore			Khopoli
		Cochin (DD II)			Mahad
		Trivandrum (DD II)			Umarkhed
	LPT	Cannanore (DD II)			Satana
		Pala			Tumsar
		Manjeri			Ambet
		Kottarakkara			Raver
	VLPT	Erattupetta			Pandharkawada
		Mundakayam			Khanapur
					Mangalwedha
					Akalkot
Madhya Pradesh	PPC	Gwalior			Daryapur
		Jagdalpur			Dhadgaon
		Indore			Phaltan
	HPT	Guna			Patan (Satara)
		Shahdol			Bhargara
		Ambikapur			Bhamragad
		Jabalpur (DD II)			Karanja (Wardha)
		Bhopal (DD II)		VLPT	Dhamdad
		Indore (DD II)			Matwan
		Raipur (DD II)			Wai
	LPT	Garot			Koregaon
		Bhanpura			Chimur
		Sitamau			Sakoli
		Pipana			Anjuni
		Pada Malehara			Kurkhera
		Pendra Road			Sindewahi
		Kharod			Putgaon
		Multai			Tivsa
		Karaira			Pimpalner-Sakr
		Bareli	Manipur	HPT	Ashti
		Lakhnadon			Churachandpur
		Badwani		VLPT	Jiribam
		Kukshi			Kangpokpi
		Pandaria			
		Sindhwa	Meghalaya	HPT	Tura (DD II)

State	Location	State	Location
Mizoram	LPT Lawngtlai Lunglei (DD II)	LPT	Hindaun Makrana Tibi
Nagaland	LPT Mokokchung (DD II)		Navlgarh Sagwara Kushalgarh Pirawa Nagar
	VLPT Satakha Shamtorr		Kishangarh Vas Nasirabad Bhinmal Sanchor Sojat Bali Bharatpur Kishangarh (Ajmer) Taranagar Vijaynagar
Orissa	HPT Baleshwar Sambalpur Berhampur Sambalpur (DD II)		Laxmangarh Aandhi Viratnagar Sik. ai Kotra
	LPT Nayagarh Mohana Tushara/Saintal Padua Karanja Rajgangpuri Bimitrapur Khariar Simliguda Jalpara Gondiya (Kapildas) Patnagarh Chikiti Kudad	VLPT	Singtam Zorethang
	VLPT Aul Muchhkund Chittrakonda Kashipur Lanjigarh Jayapatna Simlipalgarh Udaigiri Sukinda Koksara Kalampur Paikamal	Sikkim	
	Transposer Dhenkanak Chandipara	Tamil Nadu	HPT Kumbakonam Erode Chidambaram Udumalpet Cheyyar Nattam Palani Ambasamudrum Denkanikotta Vanlavasi Kallakuruchi Peranampet Ambur Pollachi
Punjab	HPT Fazilka (Pmt.)		VLPT Gingee Mettupalayam
	LPT Patiala	Tripura	HPT Agartala (DD II)
Rajasthan	HPT Ajmer Barmer (Pmt.) Jodhpur Jaipur (DD II) Jodhpur (DD II)		LPT Teimura Jolaaibari Amarpur Ambassa Kailasahar (DD II)

State	Location	
Uttar Pradesh	HPT	Banda
		Lakhimpur
		Lucknow (DD II)
		Musorie (DD II)
		Agra (DD II)
		Allahabad (DD II)
	Varanasi (DD II)	
	LPT	Almora
		Haldwani
		Rudauli
		Barakot
		Dhunaghat
		Narora
		Rudhali
		Rath
		Talbehat
		Mahroni
		Chhimbramau
		Amroha
		Karwi
		Dudhinagar
	Kosi	
	Khetikhan	
	Gopeshwar	
	Kalagarh	
	Bidhuna	
	Dak Pathar	
	VLPT	Chamoli
		Binsar
		Fateh Parbat
Khait Parbat		
Raigarhi		
Sirakota/Vaikuntha		
Maneshwar		
Dhausi		
Manila		
Tharali		
Rudraprayag		
Manikpur		
Naugaonkhal		
Kedarnath		
Badrinath		
Gaurikund		
Dugadda		
Nandprayag		
Pokhri		

State	Location	
West Bengal	HPT	Balurghat
		Krishnanagar
		Kharagpur
	LPT	Shantiniketan
		Asansol (DD II)
		Murshidabad (DD II)
	VLPT	Baghmandi
Pondicherry	HPT	Pondicherry

Legend :

HPT — High Power Transmitter

LPT — Low Power Transmitter

VLPT — Very Low Power Transmitter

[Translation]

Supply of Equipments from I.T.I. Companies

1727. SHRI MOHAN SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Telecom Deptt. arranges supply of equipments etc. to its Departments from I.T.I. companies;

(b) the amount of supply orders sent by the Deptt. to the indigenous telephone industries during 1997-98;

(c) whether the Deptt. has placed orders to some of the foreign companies for the supply of equipments for meeting its requirements if so, the details thereof alongwith the amount of the orders;

(d) whether the Telecom Deptts. has formulated any ambitious plan to improve the quality of equipments being produced in indigenous telephone industries; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) The amount of supply orders placed on indigenous telephone industries including M/s. ITI for supply of various telecom equipments is of the order of Rs. 4978 crores.

- (c) No, Sir.
- (d) Yes, Sir.
- (e) The details are as per the Statement enclosed.

Statement

The Department of Telecom is having an independent Quality Assurance Circle. Instead of depending upon the quality inspections performed by the individual companies, this wing of the department has one the most organised set-up for performing the quality assurance functions independently to ensure that all Telecom products procured by DOT conform to the specifications and the quality requirements stipulated by the Department. All the products that are to be procured, have to be type approved by TEC, New Delhi which implies conformance of the product to the genetic requirements stipulated by the DOT. Infrastructure Assessment of the production units which produce these products also form part of the type approved process. The suppliers are permitted to manufacture after their product passes Production Qualification Test. Supply against DOT Purchase orders are received following various tests such as 100% Quality Acceptance & Testing. The Department has also introduced a vendor rating system which takes cognizance of quality by a method of allocating appropriate weightage to quality criteria in the evaluation process.

[English]

Performance of Indian Players

1728. SHRIMATI GEETA MUKHERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the performance of Indian players and athletes participating in the international events is not satisfactory; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) Yes, Sir. It is a fact that the performance of Indian players in International events, in some disciplines, is found not quite satisfactory, though in some others our players and athletes have performed well in the International events.

(b) The process of improving the standard of sports persons is an on-going process and is undertaken in consultation with Sports Authority of India (SAI) and the

concerned National Sports Federations (NSFs) as part of Long Term Development Plans (LTDP). The Department is providing requisite assistance to the National Sports Federations in their efforts to prepare Indian teams and sportspersons by way of financial, technical and infrastructural support for foreign exposures, foreign coaches, modern and scientific sports equipment.

In particular, the following measures have been taken with a view to improving the standard of our players and athletes in International sports events:—

- (i) *Coaching Camps* : Coaching Camps in many disciplines are in progress at different training Centres of SAI.
- (ii) *International Competitions* : As per the approved programmes under the guidelines, various teams are being sent for participation in International Competitions such as World Cups, Asian Championships and other International Competitions.
- (iii) *Foreign Coaches* : Foreign Coaches from Russia, Ukraine, Uzbekistan, Kazakhstan, Israel, Bulgaria, Cuba, Australia and Mongolia in the disciplines of Athletics, Judo, Kayaking, Archery, Weightlifting, Boxing, Shooting and Wrestling have been engaged for the training of the National Teams.

[Translation]

Doordarshan Relay Centre in Bakhari Bazar, Bihar

1729. SHRI HIRA LAL ROY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether survey in respect of setting up a Doordarshan Relay Centre at Bakhari Bazar of Bakhari sub-division in district Begusarai of Bihar State has been completed;

(b) if so, whether the Government propose to complete the said work during the current financial year;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) There is no approved scheme, at present, for setting up of TV Relay Centre at Bakhari Bazar.

(b) to (d) Do not arise.

**Satpuda Thermal Power Station No. 1
Madhya Pradesh**

1730. SHRI V.K. KHANDELWAL : Will the Minister of POWER be pleased to state:

(a) whether the payment to be borne by the Rajasthan Power Council on account of maintenance charges of Satpuda Thermal Power Station No. 1 in Madhya Pradesh is not being made regularly by the Council; and

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

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM): (a) and (b) Satpura Power Station No. 1 in Madhya Pradesh is a joint venture of Madhya Pradesh Electricity Board (MPEB) and Rajasthan State Electricity Board (RSEB) sharing a benefit/cost in the ratio of 60% and 40% respectively between the two Boards. According to MPEB, monthly bills of maintenance charges (O&M expenses) of Satpura Power Station No. 1 are being addressed to RSEB only and not to Rajasthan Power Council.

Due to non receipt of O&M charges from RSEB, MPEB have been over-drawing power from the share of RSEB and the energy charges for retention of the RSEB's share by MPEB had been getting adjusted against their receivables towards O&M expenses for this station.

[English]

Development of National Parks and Sanctuaries

1731. SHRI D.S. AHIRE :
SHRI MANIKRAO HOLDYA GAVIT :

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

(a) whether Government propose to develop some National Parks and Sanctuaries in the country;

(b) if so, the details thereof;

(c) the financial assistance provided to the each State and Union Territories during the last three years for development of National Parks and Sanctuaries under various Centrally Sponsored Schemes, State-wise; and

(d) the amount utilised by each State during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) At present there are 84 National Parks and 447 Sanctuaries in the country, which have been set up by the State/Union Territory Governments concerned.

(c) and (d) The financial assistance provided to each of the States and Union Territories, and the amount spent by them during the last three years for development of National Parks and Sanctuaries are given in the Statements enclosed.

Statement

(i) *Funds Released under Central Scheme of "Development of National Parks and Sanctuaries"*

(Rs. in Lakhs)

State	1995-96		1996-97		1997-98	
	S	U	S	U	S	U
1	2	3	4	5	6	7
Andhra Pradesh	59.033	NA	52.062	48	43.39	40.82
Arunachal Pradesh	7.305	5.48	36.458	17.45	27.953	3.653
Assam	Nil	4.57	Nil	Nil	54.62	Nil
Bihar	2.26	Nil	6	NA	Nil	Nil
Goa	5.478	0.11	10.143	4.143	Nil	Nil

1	2	3	4	5	6	7
Gujarat	27.59	NA	52.728	44.44	17.005	NA
Haryana	13.13	9.49	11.04	7.64	14.57	NA
Himachal Pradesh	61.23	32.66	12.1	12.1	61.5	55.78
J&K	27.31	24.58	13.94	13.94	124.7	NA
Karnataka	108.32	88.53	225.845	225.845	78.17	NA
Kerala	64.8	54.8	34.962	21.79	49.29	38.65
Madhya Pradesh	186.2	185.25	41.873	NA	195.665	172.175
Maharashtra	35.43	17.71	13.81	13.81	48.845	NA
Manipur	25.29	25.29	23.01	23.01	13.5	NA
Meghalaya	26.25	0.55	2.57	Nil	Nil	Nil
Mizoram	7.46	7.06	4.6	4.6	13.48	NA
Nagaland	5.015	NA	4.31	4.31	15.29	NA
Orissa	50.61	16.93	8.38	5	34.22	NA
Punjab	4.975	1.77	Nil	Nil	14.03	9.16
Rajasthan	85.555	74.905	37.027	35.17	82.34	53.09
Sikkim	23.926	18.367	15.29	2.17	12.51	NA
Tamil Nadu	20.83	NA	20.25	6.28	61.284	4.434
Tripura	24.72	NA	2.29	Nil	29.81	NA
Uttar Pradesh	68.34	39.19	55.995	55.995	112.11	80.55
West Bengal	70.529	70.529	39.31	38.81	69.69	64.69

1	2	3	4	5	6	7
A&N Islands	Nil	Nil	Nil	Nil	20.56	Nil
Chandigarh	Nil	Nil	Nil	Nil	12	Nil
Dadar & Nagar Haveli	Nil	Nil	Nil	Nil	Nil	Nil
Daman & Diu	Nil	Nil	Nil	Nil	Nil	Nil
Delhi	Nil	Nil	Nil	Nil	Nil	Nil
Lakshdweep	Nil	Nil	Nil	Nil	Nil	Nil
Pondicherry	Nil	Nil	Nil	Nil	Nil	Nil
Total	1011.586	667.721	723.993	584.503	1206.532	523.002

S = Sanctioned U = Utilised NA = UC not sent

*(ii) Funds Released and Utilised under the Scheme of Eco-development Around Protected Areas**(Rs. in lakhs)*

State	1995-96		1996-97		1997-98	
	S	U	S	U	S	U
1	2	3	4	5	6	7
Andhra Pradesh	50.71	19.31	7.025	7.025	17.307	NA
Arunachal Pradesh	10.88	3.47	10.30	10.30	—	—
Assam	—	—	23.20	Nil	—	—
Bihar	—	—	19.84	19.84	—	—
Gujarat	11.84	—	11.05	11.05	—	—
Haryana	—	—	5.00	5.00	—	—
Himachal Pradesh	15.75	—	7.95	7.95	58.40	—

1	2	3	4	5	6	7
Jammu & Kashmir	—	—	5.00	5.00	22.49	—
Karnataka	75.15	21.73	—	—	10.46	—
Kerala	53.04	45.48	14.32	14.32	—	—
Madhya Pradesh	77.45	8.05	9.20	9.20	43.33	—
Manipur	4.45	4.45	5.00	5.00	4.75	—
Meghalaya	3.785	—	—	—	—	—
Mizoram	9.32	—	3.15	3.15	—	—
Nagaland	—	—	10.00	Nil	Nil	—
Orissa	14.85	—	21.95	Nil	20.15	—
Punjab	4.45	—	—	—	9.14	—
Rajasthan	34.875	7.65	—	—	11.93	—
Sikkim	4.35	—	23.62	23.62	—	—
Tamil Nadu	—	—	3.40	3.40	4.12	—
Uttar Pradesh	24.01	23.21	9.07	9.07	14.19	—
West Bengal	51.02	44.47	19.825	19.825	19.125	—
Total	346.15	195.84				

S = Sanctioned

U = Utilised

(iii) Funds Released and Utilised under the Scheme 'Project Elephant'

(Rs. in lakhs)

State	1995-96		1996-97	1997-98
	S	U	S	S
1	2	3	4	5
Andhra Pradesh	15.21	15.21	11.20	18.90
Arunachal Pradesh	7.52	7.52	36.50	—
Assam	—	—	—	—

1	2	3	4	5
Bihar	38.00	Nil	—	—
Karnataka	68.09	68.09	119.82	51.79
Kerala	42.75	42.25	71.96	76.87
Meghalaya	20.95	20.95	2.39	12.31
Nagaland	—	—	6.08	—
Orissa	—	—	—	48.40
Tamil Nadu	—	—	15.00	30.60
Uttar Pradesh	47.76	47.76	84.30	101.41
West Bengal	62.06	62.06	62.76	84.72
Total	301.84	263.84	410.00	425.00

S = Sanctioned

U = Utilised

Small Endangered Animals

1732. DR. BIZAY SONKAR SHASTRI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether attention is being given to preserve the small endangered animals like caracals, ghurals, hispid haves, flying squirrels etc.; and

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

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Yes, Sir. All small endangered animals are fully protected under the provisions of the Wildlife (Protection) Act, 1972. The Caracal and Hispid Hare is included in Schedule I, Goral in Schedule III and Flying Squirrel in Schedule II of the said Act. Hunting and commercial exploitation of all these and other wild animals is totally prohibited. Besides, the habitat of these endangered animals is offered full protection through a network of National Parks and Sanctuaries in different States and Union Territories.

Utilisation of Grants by Universities

1733. SHRI SANDIPAN THORAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the State-wise and University-wise Central grants financial/assistance sought and approved by the UGC under various schemes during 1997-98;

(b) the amount actually released and utilised, State-wise and University-wise;

(c) whether a good number of Universities could not utilise the funds approved and released during 1997-98; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (d) The information is being collected and will be laid on the Table of the House.

Weekly Weather Forecast Reports

1734. SHRI MUKUL WASNIK : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Government have any plans to communicate weekly weather forecast reports to the block level to facilitate the farmers to plan their agricultural operations;

(b) if so, the time by which this communication is likely to be provided; and

(c) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The Government have plans to communicate weekly weather forecast reports at the agro-climatic zone level to facilitate the farmers to plan their agricultural operations.

National Centre for Medium Range Weather Forecasting (NCMRWF) is at present communicating 3-day agro-meteorological weather forecasts to 80 agro-meteorological field units. It is expected that by the year 2000 A.D., 5-day forecasts will be communicated to 127 agro-meteorological field units spread all over the country.

[*Translation*]

Doordarshan Kendra at Bhandara and Arjuni Morgaon in Maharashtra

1735. PROF. JOGENDRA KAWADE : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to establish a Doordarshan Kendra each at Bhandara and Arjuni Morgaon Districts of Maharashtra;

(b) if so, the time by which final decision is likely to be taken in this regard;

(c) the steps proposed to be taken by the Government in regard to the indistinct and unclear reception of the programmes telecast by Doordarshan in Chandrapur and Brahmapuri districts of Maharashtra where evening transmission starts from 4.00 p.m. to 10.00 p.m.;

(d) whether the transmission time would be extended; and

(e) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) There is no approved scheme, at present, to set up a Doordarshan Kendra in Bhandara District of Maharashtra or in Arjuni Morgaon which also falls in Bhandara District.

(b) Does not arise.

(c) to (e) LPTs at Chandrapur and Brahmapuri are functioning normally. However, LPT Brahmapuri is providing part time transmission. Regular transmission will commence as soon as staff sanction and deployment is made which is a continuous process.

[*English*]

National Lake Conservation Plan

1736. PROF. SAIFUDDIN SOZ : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government have formulated National Lake Conservation Plan;

(b) if so, the total outlays of the plan;

(c) the lakes included in the project;

(d) whether progress in respect of conservation of Dal Lake was slow; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) Yes, Sir. A National Lake Conservation Plan has been formulated at an estimated outlay of Rs. 637 crore to include the following ten polluted urban lakes. The scheme has not been approved by Government so far. However, 'in principle' approval has been given to take up the work of conservation of the Dal lake in Kashmir.

(i) Dal lake (J&K)

(ii) Rabindra Sarovar (West Bengal)

(iii) Sukhna (Chandigarh)

(iv) Sagar (Madhya Pradesh)

(v) Nainital (Uttar Pradesh)

(vi) Kodai Kanal (Tamil Nadu)

(vii) Ooty (Tamil Nadu)

(viii) Udaipur (Rajasthan)

(ix) Powai (Maharashtra)

(x) Hussain Sagar (Andhra Pradesh)

(d) and (e) The Government have approved an amount of Rs. 20 crore to be released to the Government of Jammu & Kashmir for land acquisition measures that are considered absolutely necessary by way of advance action for speedy implementation of the scheme. This amount has since been released. State Government have reported that the money has been spent.

Independent Power Projects

1737. SHRI KAMAL NATH: Will the Minister of POWER be pleased to state :

(a) the total number of independent power projects sanctioned in the country, State-wise;

(b) the number of projects for which Techno-Economic clearance has been given and MOU have been signed;

(c) the reasons for lack of progress in these for starting construction and generation; and

(d) the steps the Government propose to take to expedite progress in this regard?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) Government of India is monitoring 126 proposals for setting up of power projects in the private sector. These include 95 proposals on the Memorandum of Understanding (MoU)/Letter of Intent (LoI), etc. route costing above Rs. 100 crores and 31 proposals on the competitive bidding route costing more than Rs. 1000 crores. As on April 30, 1998 Central Electricity Authority (CEA) has accorded techno-economic clearance to 41 projects for which complete Detailed Project Reports (DPRs) had been received. The DPRs in respect of 10 more projects received in CEA will be taken up for techno-economic appraisal after the requisite clarifications are received from the project promoters.

(c) and (d) A large number of the sanctioned projects have failed to come up on account of the private promoters not being able to tie up various inputs/linkages and achieve financial closure. The Government has been monitoring the progress of these projects from time to time and providing assistance to them in obtaining necessary inputs/clearances.

Telecast of Films and Other Programmes in Gujarati Language

1738. SHRI HARIN PATHAK : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the details of films and other programmes telecast in Gujarati language in National and regional channels of Doordarshan;

(b) the names of those Doordarshan Kendras from where programmes in Gujarati language are being telecast;

(c) whether Government are considering to increase the telecast time of programmes in Gujarati language; and

(d) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) Doordarshan Kendra, Ahmedabad telecasts 60 hrs. of Gujarati Programmes (including educational, entertainment, news based) per week on its primary as well as Regional Language Satellite Service. Gujarati feature films are shown every 1st, 2nd and 4th Sundays. A 30 minute film based programme "CHITRAGEET" is telecast once a week on primary channel. Prior to 25th January, 1998, regional films on National Network were also telecast. The number of Gujarati films telecast during 1994, 1995, 1996 and 1997 is 4, 5, 5 and 2 respectively. Apart from Ahmedabad, Gujarati programmes are also telecast from Doordarshan Kendra, Rajkot and Doordarshan Kendra, Mumbai.

(c) and (d) Yes, Sir. Doordarshan Kendra, Ahmedabad has plans to extend its transmission time by 2 hours. The proposed extension will include in-house programmes, Daily soaps and other sponsored serials. This proposals is, however, still at a very formative stage.

Protection of Medicinal Plants

1739. SHRI JAGAT VIR SINGH DRONA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government are aware that due to environmental pollution more than 200 species of medicinal plants may disappear from the earth by the end of this century due to which there would be a loss of crores of rupees; and

(b) if so, the action proposed to be taken by the Government for the protection of such medicinal plants in India?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Government is aware that a

number of medicinal plants are decreasing in the wild due to over exploitation. The Government has already taken steps for the protection of critically endangered species by regulating their collection, use and the trade by following measures:—

- (i) Collection of wild plant species covered under Schedule VI of the Wild Life (Protection) Act, 1972 from any forest land or specified area has been banned by law.
- (ii) Export is prohibited of 29 plants or plant portions and their derivatives obtained from the wild covered under Schedule 2 Appendix 2 of the book titled "ITC (HS) Classifications of Export and Import Items". However, the cultivated varieties of these 29 plants/plant portions can be allowed for export subject to production of certificate of cultivation and a CITES permit, wherever applicable.

Other measures taken by the Government include initiative to encourage cultivation and propagation of species which are in great demand or are threatened, development of agro technologies for propagating scientifically validated cultivation of such species and *ex situ* conservation of medicinal plants through Government and non-Government organisations. Further, export of plants other than the above 29 plants requires Legal Procurement Certificate (LPC) from Regional Deputy Director, Wildlife Preservation, Ministry of Environment and Forests or Chief Conservator of Forests or Deputy Conservator of Forests of the State concerned from where these plants have been procured. The export of plants and plant portions are allowed only through the seven major ports at Bombay, Calcutta, Cochin, Delhi, Tuticorin, Madras and Amritsar.

TV Centre at Dhubri, Assam

1740. SHRI ABDUL HAMID: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to construct a new T.V. centre at Dhubri in Assam to curb the access of Bangladesh TV; and

(b) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) There is no approved scheme at present for construction of a new TV centre at Dhubri.

(b) Does not arise.

Recommendations of Talwar Committee

1741. SHRI N. DENNIS :
SHRI JANG BAHADUR SINGH PATEL :
PROF. P.J. KURIEN :
SHRI RAMESHWAR PATIDAR :
SHRI ARIF MOHAMMED KHAN :

Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 777 dated November 24, 1997 and state:

(a) whether the Government have implemented some of the recommendations of Justice Talwar Committee in regard to service conditions, emoluments and facilities available to ED employees/agents;

(b) if so, the details of the recommendations implemented so far;

(c) the recommendations yet to be implemented alongwith the reasons for delay in regard to their implementation; and

(d) the time by which the remaining recommendations are likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) (1) Payment of compensation for detention beyond duty hours at the rate of Rs. 3/- per hour as under :—

(i) Upto 30 mts.	Nil
(ii) 31 mts. to 90 mts.	1 hour.
(iii) 91 mts. and above.	2 hours.

(2) Third installment of IR @ 10% p.m. of basic allowance subject to a minimum of Rs. 50/- *w.e.f.* 1.4.96.

(c) and (d) The recommendations not implemented so far are indicated in the Statement and these are being examined.

Statement

Recommendations of Justice Talwar Committee on Postal Extra Departmental System not so far Implemented

Scale of Pay

The scales of pay have been recommended for a minimum of 3 hours 45 minutes to 7.5 hours for all

categories of ED Agents other than EDBPMs/EDPSPMs. In the case EDBPMs and EDSPMs, the minimum scale fixed is for 3 hours and 5 hours respectively. For excess workload of half an hour or more, a lumpsum pay has been prescribed. The lumpsum pay be treated a 'pay' for all purpose. The recommended scales are given in Annexure-I. The combined duty scales have also been recommended for BPMs/EDSPMs doing delivery and conveyance of mails and for EDDAs conveying mails.

Assured Career Progression

Since, the Committee has recommended that the ED Agents should forward to an assured career progression within the ED system, the Committee has, further, recommended financial upgradations for all categories of ED Agents.

Weightage to the length of service

The Committee has recommended that ED Agents be given the following increments in the proposed pay scales for different lengths of service :

1 to 5 years	—	Nil
6 to 10 years	—	1 increment
11 to 15 years	—	2 increments
16 to 20 years	—	3 increments
21 to 25 years	—	4 increments

Split Duty

The Committee had recommended that a split duty allowance of Rs. 100/- be given to the intra-departmental agents whenever the gap between one duty and the other is more than one hour.

Compensation to ED Agents if detained beyond duty hours or detained beyond 5 hours.

- (i) Compensation to ED Agents for detention beyond 5 hours.

The Committee has recommended that if extra-departmental agents are brought on duty for a period beyond 5 hours, they should be duly compensated and paid for the same subject to a maximum of 7.5 hours.

- (ii) Compensation to ED Agents for detention beyond duty hours for exchanging mails with outside agency.

The Committee has recommended that compensation should be increased.

The Committee has also recommended the Agents, Line the whole-time employees, should be suitably compensated. Whenever they are brought on duty beyond working hours and holidays/week off days.

Other allowances

The Committee has recommended that the E.D. Agents working in A, B-1, B-2, C class cities and unclassified places should be granted House Rent Allowance and City Compensatory Allowance on the same lines as applicable to the whole-time employees subject to the same conditions.

Compensatory allowances

The Committee has recommended that the ED Agents should be granted the various types of compensatory allowances subject to the same conditions as are applicable to the whole-time employees.

Travelling Allowances/Daily Allowances

The Committee has recommended that Travelling Allowance and Daily Allowance be paid to the ED Agents on the same lines as applicable to whole time Government employees subject to a minimum of TA/DA admissible to a Group 'D' employee. The Committee has further recommended that on transfer, an ED Agent should be given all the transfer benefits as prescribed for a regular departmental employee.

Medical Facilities

Keeping in view the limitations of the infrastructure, the Committee has recommended that a reasonable Fixed minimum lumpsum amount per month as medical allowance be given to the ED Agents in rural areas. However, full benefit may be given to ED Agents and their family members in case of indoor treatment *i.e.* hospitalisation. ED Agents working in the urban and semi-urban areas may be given the same medical facilities as in the case of whole-time departmental employees.

Bonus

The Committee has recommended that the ED Agents should be treated on the same lines as whole-time departmental employees and paid bonus accordingly.

Financial relief to the dependents of the deceased ED Agents

The Committee has recommended that the dependents of ED Agents should be given the same

amounts of financial relief and assistance as are admissible in the case of whole-time departmental employees.

Social Security

The Committee has recommended that the ED Agents be granted pension, gratuity and General Provident Fund. The minimum pension has been fixed at Rs. 610/- per month.

Other pension related issues

The Committee has made recommendations on all other pension related issues.

Voluntary retirement

- (i) Based on the recommendations of the Fifth Central pay Commission, the Committee has recommended the Golden Handshake Scheme for ED Agents on the same lines as admissible to whole-time employees.
- (ii) The Committee has also recommended that the services of ED Agents who have put in a service of less than 3 years may be terminated by giving a fixed lumpsum amount which should not be less than 6 months of pay and allowances in the recommended grades per year of service.
- (iii) It has further been recommended that all the ED Agents who are over 60 years of age may be retired subject to the condition that they be paid all the pensionary benefits as recommended this Committee.

Method of Recruitment and Conduct Rules

Educational Qualifications

It has been recommended that the minimum educational qualifications for EDSPMs should be raised to 10+2. For EDDAs and EDSVs, the educational qualifications be raised to matriculation. No weightage should be given for higher educational qualifications.

Method of recruitment

It has been recommended that an opportunity in the matter of employment as an ED Agent be made available not only to the candidates whose names are sponsored by the employment exchange but also through other means.

Age of Retirement

It has been recommended that the maximum age of retirement be reduced from 65 to 60 years.

Age at the time of appointment

It has been recommended that the maximum age of entry in the system should be 35 years subject, however, to the usual relaxations upto 5 years to be given to SC, ST, OBC candidates and also to the ex-servicemen.

Condition of Ownership of Property

It has been recommended that the condition of owning immovable property be deleted and instead the amount of the fidelity may be enhance to Rs. 10,000/- for the BPMs and to Rs. 5,000/- for other categories of ED Agents.

Office rent allowance

The Committee recommended that the obligation of EDBPMs/EDSPMs to provide space for the post office preferably in business area should continue. If the said premises is not situated in the business area it should be ensured that it is exclusively earmarked for the post office purpose having an independent approach to it without the public having to enter the living quarter. Instead of maintenance allowance of Rs. 25/- the Committee has recommended an office Rent Allowance of Rs. 100/- per month in rural areas. However, in urban areas it should be Rs. 200/-.

Selection on merit

The committee has recommended that, subject to the reservation quota for some categories as prescribed by the Government from time to time, the selection of ED Agents should be strictly base on merit.

Recruiting authority

The Committee recommended that the recruiting authority of all categories of ED Agents should be Divisional Superintendent.

Leave

The Committee has recommended the following kinds of leave for ED Agents.

- (i) Earned Leave : One day's E.L. for each completed Calendar month of service.
- (ii) Half Pay Leave : 8 days half pay leave in a year.

- (iii) Commuted Leave : Half the amount of the half Pay leave due to be granted on medical certificate.
- (iv) Leave without pay : The leave of 180 days at a stretch has been reduced to 60 days in a year.
- (v) Casual Leave : 5 days casual leave in a year.
- (vi) Maternity Leave : It has been recommended that female ED Agents be granted the same maternity leave as applicable in the case of full-time female employees of the Government of India as per CCS (Leave) Rules, 1972.

Leave encashment

The Committee has recommended that the same principle may be applied to ED Agents as in the case of whole-time departmental employees.

Put off duty

The Committee has recommended that the put off duty allowance may be increased from 25% to 50%.

35. The Committee has recommended that the 1964 ED Rules should be made statutory.

Facilities to be Provided to Public

The Committee has recommended that the limit of withdrawal of Rs. 500/- in Savings Banks by the SPM be Regional PMSG/CPMSG.

Re-Organisation

37. The Committee has recommended that there should be no further creation of posts of ED Agents and neither should any post office in ED category be opened atleast for the next 10 years.

It has been recommended that there should be total freeze in filling up of the posts. All vacant post should be abolished and the work be managed by combination of duties. In case of operational requirements and exigencies of service, the post may be filled up by re-deployment.

It is possible that there organisation of the system may involve transfer of ED Agents. The Committee has recommended that the ED Agents be made liable to transfer within Account Office jurisdiction or maximum within the sub-division.

ANNEXURE

Scale of Pay

1. Scale of pay for EDMCs/ED Packers/ED Runner, ED Messengers and all other categories of ED Agents who do the same work as Group 'D'

(i)	Rs. 1220—20—1600	3 hrs. 45 mts.	19 years
(ii)	Rs. 1545—25—2020	4 hrs. 45 mts.	
(iii)	Rs. 1870—30—2440	5 hrs. 45 mts.	
(iv)	Rs. 2195—35—2860	6 hrs. 45 mts.	
(v)	Rs. 2440—40—3200	7.5 hours	

For excess workload of half an hour or more, a lumpsum pay of Rs. 162/- be given.

2. Scale of pay for EDDAs/EDSVs:

(i)	Rs. 1375—25—2125	3 hrs. 45 mts.	30 yrs.
(ii)	Rs. 1740—30—2640	4 hrs. 45 mts.	
(iii)	Rs. 2105—35—3155	5 hrs. 45 mts.	
(iv)	Rs. 2470—40—3670	6 hrs. 45 mts.	
(v)	Rs. 2750—50—4250	7.5 hours	

For excess workload of half an hour or more, a lumpsum pay of Rs. 183 be given.

3. Scales of pay for EDBPMs:

(i)	Rs. 1280—35—1980	3 hrs.	20 years
(ii)	Rs. 1600—40—2400	3 hrs. 45 mts.	
(iii)	Rs. 2025—50—3025	4 hrs. 45 mts.	
(iv)	Rs. 2450—60—3650	5 hrs. 45 mts.	
(v)	Rs. 2875—70—4275	6 hrs. 45 mts.	
(vi)	Rs. 3200—80—4800	7.5 hours	

For all BPMs the minimum scale is for 3 hours of attendance. But those whose workload is beyond 3 hours, they would be entitled to the higher scale of 3 hours 45 minutes. For excess workload of half an hour or more, a lumpsum pay of Rs. 212/- be given. This lumpsum pay will also be given if workload increases from 3 hours to 3.5 hours.

4. Scales of pay for EDSPMs:

(i)	Rs. 2125—50—3125	5 hrs.	20 years
(ii)	Rs. 2550—60—3750	6 hrs.	
(iii)	Rs. 2975—75—4475	7 hrs.	
(iv)	Rs. 3200—85—4900	7.5 hrs.	

For excess workload of half an hour or more, a lumpsum pay of Rs. 212/- be given.

Combined Duties**5. EDBPM-cum-EDDA-cum-EDMC**

Instead of giving a delivery allowance, it is necessary to have separate scales for BPMs who are doing delivery work and/or conveying mails. The scales proposed are :

			Lumpsum pay per half hour
(i)	Rs.1550—35—2145	3 hrs. 45 mts. (17 yrs.)	Rs. 206/-
(ii)	Rs. 1920—45—2685	4 hrs. 45 mts.	Rs. 202/-
(iii)	Rs. 2285—55—3220	5 hrs. 45 mts.	Rs. 198/-
(iv)	Rs. 2650—65—3755	6 hrs. 45 mts.	Rs. 196/-
(v)	Rs. 2925—75—4200	7.5 hours	

6. EDDA-cum-EDMC

(i)	Rs. 1300—20—1860	3 hrs. 45 mts.	(28 yrs.)
(ii)	Rs. 1645—25—2345	4 hrs. 45 mts.	
(iii)	Rs. 1990—30—2830	5 hrs. 45 mts.	
(iv)	Rs. 2335—35—3315	6 hrs. 45 mts.	
(v)	Rs. 2600—40—3720	7.5 hours	

For excess workload of half an hour or more, a lumpsum pay for Rs. 173/- be given.

[*Translation*]

Construction of Urban Express Highways

1742. SHRIMATI SURYAKANTA PATIL : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names of States which have forwarded

proposals for construction of the Express Highways in their main cities;

(b) if so, whether the Government have cleared these proposals;

(c) whether Maharashtra Government has also forwarded such proposals and if so the details thereof;

(d) the amount of assistance proposed to be given to the States by the Union Government for the said project; and

(e) the time by which this project is likely to be started and the time schedule fixed for its completion?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Nil.

(b) to (e) Do not arise.

Sub-Committee for Central Road Fund

1743. SHRI NARENDRA BUDANIA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the sub-committee of Cabinet constituted by the Government has submitted its report for implementing the proposal in regard to the Central Road Fund as passed by both the Houses; and

(b) if so, the date of its submission and the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) The question presumably relates to the 'Group of Ministers' (GOM) which was constituted as per the direction of the Cabinet to go into the issue of augmentation of Central Road Fund (CRF). The 'GOM' met on 24.3.94 but no report was submitted. However, subsequently the 'GOM' has been wound up.

(b) Does not arise.

[*English*]

National Highway Board

1744. SHRI NARESH PUGLIA :
SHRI MANIKRAO HODLYA GAVIT :
SHRI TATHAGATA SATPATHY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have a proposal to set up a National Highway Board;

(b) if so, the main function of the Board;

(c) whether the Government are aware of the poor upkeep and maintenance of the National Highways in several States particularly in Orissa;

(d) whether the Board will undertake the maintenance and upkeep of National Highways in different States;

(e) the steps proposed to be taken by the Government to check the accident rate on the National Highways; and

(f) the funds sanctioned by the Government during the last three years for development of National Highways, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) No proposal has yet taken shape.

(b) Does not arise.

(c) Funds for maintenance and repairs of National Highways are about 50 to 60% of the requirements. Accordingly the National Highways are being maintained in traffic worthy conditions.

(d) Does not arise.

(e) Improved road geometrics, road signs and markings are undertaken for safety on National Highways.

(f) A statement is enclosed.

**
Statement

Allocation of Funds for Development of National Highways During the Last Three Years

(Rs. in Lakhs)

Sl.No.	Name of State	1995-96	1996-97	1997-98	Total
1	2	3	4	5	6
1.	Andhra Pradesh	4010.00	3029.00	5369.83	12408.83
2.	Arunachal Pradesh	0.00	0.00	0.00	0.00
3.	Assam	1650.00	1212.00	1821.00	4683.00
4.	A & N Island	0.00	0.00	0.00	0.00
5.	Bihar	1750.00	1500.00	1952.00	5202.00
6.	Chandigarh	25.00	24.00	30.00	79.00
7.	Delhi	400.00	400.00	800.00	1600.00
8.	Goa	500.00	700.00	900.00	2100.00
9.	Gujarat	4398.00	2933.00	3675.00	11006.00
10.	Haryana	5535.00	10950.00	10040.00	26525.00

1	2	3	4	5	6
11.	Himachal Pradesh	1600.00	1200.00	1700.00	4500.00
12.	Jammu & Kashmir	50.00	100.00	150.00	300.00
13.	Karnataka	2600.00	3220.00	4100.00	9920.00
14.	Kerala	3980.00	5700.00	7760.00	17440.00
15.	Madhya Pradesh	2020.00	1020.00	4000.00	7040.00
16.	Maharashtra	2899.00	1920.00	7250.00	12069.00
17.	Manipur	500.00	360.00	700.00	1560.00
18.	Meghalaya	600.00	900.00	920.00	2420.00
19.	Mizoram	0.00	0.00	0.00	0.00
20.	Nagaland	50.00	10.00	100.00	160.00
21.	Orissa	3304.00	5685.00	6250.00	15239.00
22.	Pondicherry	50.00	50.00	70.00	170.00
23.	Punjab	5860.00	5700.00	5200.00	16760.00
24.	Rajasthan	6070.00	3050.00	3820.00	12940.00
25.	Sikkim	0.00	0.00	0.00	0.00
26.	Tamil Nadu	1100.00	1905.00	2500.00	5505.00
27.	Tripura	0.00	0.00	0.00	0.00
28.	Uttar Pradesh	7670.00	7200.00	11938.00	26808.00
29.	West Bengal	3810.00	3608.00	7335.00	14753.00
Total		60431.00	62376.00	88380.83	211187.83

1	2	3	4	5	6
30.	Joggigappa Bridge	2000.00	2790.00	1244.00	6034.00
31.	Ministry	1218.00	3209.00	7298.17	11725.17
32.	BRDB	5100.00	6300.00	7031.00	18431.00
33.	NHAI	2000.00	7179.00	20000.00	29179.00
34.	Other Institutions	0.00	0.00	0.00	0.00
Grand Total		131180.00	144230.00	212334.83	487744.83

Import of Zinc Skimming or Ash

1745. SHRI SATYA PAL JAIN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Zinc Skimming or Zinc Ash and secondary Zinc has been cleared as non-hazardous material;

(b) if so, whether the R.A. Mashelkar Committee constituted by the Ministry has recommended its imports under OGL;

(c) the steps proposed to be taken by the Government to implement these recommendations;

(d) the basis on which zinc dross or non-ferrous scraps have been cleared under O.G.L.; and

(e) if so, the reasons for not clearing zinc skimming on the same basis?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) (a) No Sir. No such clearance has been given for zinc skimming, zinc ash and secondary zinc as non-hazardous materials.

(b) and (c) The Government has constituted a Technical Committee under the chairmanship of Dr. R.A. Mashelkar, Director General, Council of Scientific and Industrial Research, to advise the Ministry of Environment and Forests on hazard characterisation and prioritisation of hazardous wastes with a view to regulate and manage the imported and indigenously generated wastes. The final report of the Committee has not been received. However, from April 1995, with the amendments to the EXIM Policy, import of hazardous wastes has been restricted to actual users. The Government has not recommended the

placement of zinc ash, zinc skimming and zinc wastes under Open General Licence (OGL).

(d) and (e) Zinc dross and non-ferrous scraps have been kept under OGL on the basis of recoverable metal contents. On the other hand, zinc skimming contains lower concentration of recoverable metal and there is presence of contaminants.

Assistance to Sexually Harassed Women

1746. SHRI RATILAL KALIDAS VARMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any scheme has been chalked out by the Government to give financial assistance to the sexually harassed and helpless women to lead an independent life; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) Although there is no such scheme exclusively for sexually harassed and helpless women, they are given preference under the ongoing schemes of Employment and Income generation among women e.g. Support to Employment programmes for women and Women's Economic Programme.

Automatic Digital Exchanges

1747. SHRI BIJOY KUMAR BIJOY :
SHRI DATTA MEGHE :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Automatic Digital Exchanges in the country, State-wise and Union Territory-wise; and

(b) the number of villages proposed to be connected with the telephone and the said exchanges proposed to be set up during the Ninth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) As on 31.3.98, the number of automatic digital exchanges functioning in the country are 23053. State/ Union Territory-wise details are given in the Statement enclosed.

(b) Not yet finalised.

Statement

		No. of automatic digital Exchanges
1		2
A. States		
1.	Andhra Pradesh	1988
2.	Arunachal Pradesh	68
3.	Assam	297
4.	Bihar	851
5.	Goa	68
6.	Gujarat	1429
7.	Haryana	775
8.	Himachal Pradesh	609
9.	Jammu & Kashmir	246
10.	Karnataka	2143
11.	Kerala	799
12.	Madhya Pradesh	2725
13.	Maharashtra	2880

		1	2
14.	Manipur		30
15.	Meghalaya		45
16.	Mizoram		41
17.	Nagaland		35
18.	Orissa		759
19.	Punjab		986
20.	Rajasthan		1605
21.	Sikkim		25
22.	Tamil Nadu		1481
23.	Tri-pura		50
24.	Uttar Pradesh		2075
25.	West Bengal		829
B. Union Territories			
1.	Andaman & Nicobar Islands		23
2.	Chandigarh		10
3.	Dadar & Nagar Haveli		7
4.	Delhi		140
5.	Daman & Diu		5
			(Daman 3, Diu 2)
6.	Lakshadweep		10
7.	Pondicherry		19
Total			23053

*[Translation]***Basic Amenities for Primary Schools**

1748. SHRI HARIKEWAL PRASAD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of primary schools running in the country at present;

(b) the number out of them having no building, no provision of drinking water and toilets;

(c) whether the Government would make arrangement for providing these basic facilities there; and

(d) if so, the time by which the same would be done?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) As per 6th All India Educational Survey (AIES), 1993 conducted by NCERT, New Delhi, there were 5,70,455 Government/Local Body primary schools in the country. Out of these schools, 92,801 (16.27%) were without building 3,18,142 (55.77%) schools were without drinking water facility 5,08,530 (89.14%) schools were without toilet facilities.

(c) Construction of schools buildings, toilets and provision of drinking water facilities is the responsibility of the State Governments. However, the Department of Rural Employment and Poverty Alleviation, has worked out a formula for making funds available for construction of class-rooms under Operation Blackboard scheme. According to this formula, 48% of the funds for construction are provided by Department of Rural Employment and Poverty Alleviation, if State Governments contribute 40% non-JRY and 12% JRY States share. This has facilitated construction of 1.77 lakh class-rooms under Operation Blackboard so far.

Under internationally assisted basic education projects such as District Primary Education Project (DPEP) and Lok Jumbish Project, 24% of their budget has been earmarked for construction and repair of school buildings.

(d) Given the dimensions of the problem, it is difficult to make a reliable estimate of the time required to provide basic amenities in all primary schools in the country.

*[English]***Clearance to Irrigation Projects in Orissa**

1749. SHRI BIKRAM DEO KESHARI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the details of the major and minor irrigation projects in Orissa awaiting forest clearance under the Forest (Conservation) Act, 1980 for the last three years and

(b) the steps taken/proposed to be taken by the Government to clear the same at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) During the last three years, 27 proposals for major, medium and minor irrigation projects have been received from Government of Orissa for approval under the Forest (Conservation) Act, 1980. Out of those 27 proposals, approval in principle has been accorded in 14 cases, 10 are under process with the Central Government and 3 have been referred back to the State Government for furnishing essential details.

(b) As and when complete details in respect of a proposal are received from the State Government, expeditious action is taken by the Ministry for an early decision.

Setting up of AIR/T.V. tower at Sitamarhi, Bihar

1750. SHRI SITA RAM YADAV : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether no AIR/T.V. transmitter/station exists at Sitamarhi District in Bihar which is close to the Nepal Border; and

(b) if so, the time by which T.V. transmitter/AIR stations are likely to be set up there?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) A Low Power TV Transmitter is already functioning at Sitamarhi district in Bihar since March, 1989. Though, there is no AIR Transmitter in Sitamarhi, the district is fully covered by 100 KW MW Transmitter at Patna.

Forest Land as Reserved Area

1751. SHRI BHERU LAL MEENA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether forest land is kept as reserved area by Forest Department only for five years in the name of afforestation;

(b) if so, the details thereof;

(c) whether the Government propose to make an arrangement under which only local residents would be allowed the entry for grass cutting and the entry of cattle would be banned so as to save the saplings planted five years back; and

(d) if so, the time by which it is likely to come into effect?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FOREST (SHRI BABU LAL MARANDI) : (a) to (d) New plantations are normally protected for a period of 3-5 years to enable saplings to establish themselves. In this period the area may be fenced off and closed for grazing. Plantation schemes normally provide for some fencing costs. Local people may also be involved in the protection of the area through Villages Forest Protection Committees (VFPCs) under Joint Forest Management (JFM) and provision may be made locally to regulate the entry of cattle and to encourage stall feeding.

The existing plantation schemes of the National Afforestation and Eco-Development Board provide for fencing costs of upto 5% of plantation cost and encourage JFM and the formation of VFPCs.

Working of Telephones

1752. SHRI SATNAM SINGH KAINTH : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware that telephone facilities made available in Punjab particularly in Nawan Shahr, Hoshiarpur, Kapurthala and Jalandhar districts are in a very poor state of affairs;

(b) whether most of the lines in these districts remain out of order and in spite of making complaints no action is taken to set the Telephone in order; and

(c) if so, the reasons therefor and the steps taken to remedy the situation in Punjab particularly in these districts?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) The telephone facilities in Punjab including Nawan Shahr, Hoshiarpur, Kapurthala and Jalandhar are generally satisfactory.

(b) No, Sir. The complaints are attended as and when received. The districts of Nawan Shahr, Kapurthala and Jalandhar are part of Jalandhar SSA while Hoshiarpur is a separate SSA. The fault rate in Jalandhar stood at 11.7/100 stn./month as of 1.4.98 and for Hoshiarpur 13.9. Both these figures are below the Circle average of 15.7. However, these figures do increase during the Monsoon months or immediately after intense activity of new connections provisioning.

However, plans have been drawn up to further improve the network of Punjab Telecom Circle including these areas, which will help to reduce the faults and also clear them more expeditiously.

(c) Does not arise.

Power Generation

1753. SHRI K.P. NAIDU : Will the Minister of POWER be pleased to state:

(a) whether China has agreed to grant any assistance to Kerala to increase its power generation;

(b) if so, the details thereof;

(c) whether agreements for power generation with Chinese assistance have been proposed in respect of other States; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) No, Sir. However, the Government of Kerala/Kerala State Electricity Board (KSEB) has signed two MOUs with the International Network on Small Hydro Power (IN-SHP), an international organisation for the promotion of small hydro power worldwide, with its headquarters in China, for the demonstration of the Chinese methodology of integrated development of small hydro power in Kerala. IN-SHP has offered to mobilise export credit for equipment.

(c) and (d) The Chinese National Machinery Import and Export Corporation (a Chinese Government Undertaking under the Ministry of Foreign Trade) have offered implementation of Tenughat State-II (2 × 210 MW) in Bihar on turn-key basis through long term credit facility through Chinese Government. A similar offer has been made for implementation of Ib Valley Stage-II (2 × 210 MW) to Government of Orissa.

World Bank Assistance for Development of Roads

1754. PROF. P.J. KURIEN:

SHRI RAMKRISHNA BABA PATIL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the World Bank has promised to give Rs. 8000 crore as assistance for developing roads and other transport infrastructure in the country;

(b) if so, the details thereof;

(c) whether the World Bank had provided such assistance for this purpose earlier; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) No, Sir.

(b) Does not arise.

(c) and (d) Details of loan assistance provided by World Bank for improvement of roads are given below.

S.No.	Amount US Dollar (Million)	Highways covered in the States
1	2	3
(i)	20 (Loan closed)	Sections of National Highways In the States of Haryana, Punjab, Gujarat, Tamil Nadu, West Bengal and Uttar Pradesh.
(ii)	306 (Under implementation)	Sections of National Highways in the States of Haryana, Punjab, Orissa, Madhya Pradesh, Maharashtra and West Bengal and reconstruction of six bridges on State Roads in the State of Orissa.
(iii)	213 (Loan closed)	Sections of State roads in the State of Bihar, Uttar Pradesh, Rajasthan and Maharashtra.

1	2	3
	37 (approx.) (Under implementation)	Bhagalpur Bridge in Bihar.
(iv)	51.5 (Under implementation)	Project preparation facility for State road projects in 22 States and one Union Territory.
(v)	485.5 (Under implementation)	Sections of State roads in Andhra Pradesh.

[Translation]

Opening of Long Distance and International Communication Market

1755. SHRI AJIT JOGI : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Telecommunications propose to open long distance and international telecommunications market for the Multilateral Trade Organisations in a phased manner;

(b) if so, the details thereof;

(c) the details of the present investment policy in regard to allowing foreign equity in domestic telecommunication firms; and

(d) whether the Government propose to amend their own proposal for providing market under the policy of World Trade Organisation in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) and (b) Sir, the subject of opening of national long distance and international service to competition will be reviewed in the year 1999 and 2004 respectively.

(c) The commitment made by India in World Trade Organisation is that for the basic service, there will be one operator other than DOT-MTNL in each service area. The Private Operator should be a company registered in India in which total foreign equity must not exceed 25%. However, autonomously Government is permitting foreign equity upto 49%.

(d) Sir, there is no such proposal.

Poaching in Rajaji National Park

1756. SHRI BENI PRASAD VERMA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether poaching of wild animals is being carried out openly in Rajaji National Park area at Dehradun and other National Park areas;

(b) if so, whether the Government have taken or propose to take any action against the people found involved therein;

(c) if so, the outcome thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) No, Sir. However some sporadic cases of illegal hunting of wild animals are reported from different areas including National Parks.

(b) to (d) whenever any case of poaching is detected action is taken against the offender under law. The various measures taken to control poaching of wild animals are given below:

1. Hunting of wild animals included in Schedule I to IV of the Wildlife (Protection) Act, 1972, has been banned by law.
2. Special measures for protection and conservation of tiger, elephants and rhinos and their habitat are being implemented.
3. A network of 447 wildlife Sanctuaries and 84 National Parks covering 1,50,000 sq. km. has been set up for conservation of wild flora and fauna. Financial assistance is provided by the Central Government for development of national parks and sanctuaries on request from the State Governments.
4. Raids are carried out by the wildlife authorities, whenever information of illegal trading in wild animals reaches them.
5. International Trade in Endangered Species of animals and articles made thereof is regulated under the provisions of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

6. Regional and Sub-regional offices of Wildlife Preservation have been set-up mostly at the main export centres of the country to prevent smuggling of wildlife products.

7. Interdepartmental coordination has been enhanced with other enforcement organisations like Police, BSF, Customs, ITBP, Coast Guards etc. Training programme on wildlife enforcement and implementation are also regularly conducted for all these organisations at New Delhi and Dehradun.

[English]

Delinking of Pre-Degree Course

1757. SHRI P.C. THOMAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal for delinking Pre-degree course from colleges in Kerala and starting 11th and 12th classes in schools;

(b) if so, whether the universities and colleges getting aid from UGC will lose such aid and assistance as a result thereof; and

(c) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The information is being collected and will be laid on the Table of the House.

Postal Delay

1758. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Postal delays continue despite into revolution" appearing in 'Pioneer' dated May 10, 1998;

(b) if so, the facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE FOR COMMUNICATIONS (SHRI KABINDRA PURKAYASTHAN) : (a) Yes, Sir.

(b) The transmission of money orders through satellite from Delhi was started from 24th February, 1994 in a

phased manner. The number of complaints relating to non-payment of money orders during the quarter ending December, 1993 was 7098 as against the total traffic of 29.5 lakh money orders booked in the year 1993-94 worth Rs. 105.5 crores and the number of complaints for the quarter ending March, 1998 was 10484 for 38 lakhs of money order booked worth Rs. 245 crores approximately. It is thus not a fact that money order complaints in Delhi Circle was gone up 10 fold.

In Bihar Circle there are six Very Small Aperture Terminals (VSATs) Centres, namely, at Patna, Gaya, Darbhanga, Muzaffarpur, Ranchi and Purnea. The money orders are transmitted through the VSAT Centres to the place of delivery. In the instant case money order No. 3220 booked on 12.2.1998 for Rs. 200/- at IPHO as reported in the Press, was duly transmitted to Darbhanga VSAT on 16.2.1998 at 1922 hrs. under PHR DE-10169924196. Since this money order was appropriately transmitted to Darbhanga VSAT, it was not reflected in the list of non-transmitted messages. Darbhanga VSAT in turn transmitted this particular money order to ESMO Madhubani on 17.2.99. Due to some technical fault in the printer at Madhubani, this money order could not be reproduced there for onward despatch to Sakri, the post of payment.

It is also to be stated that the customers can also lodge their complaints at the post office of booking. The centralised system of handling public grievances is designed to monitor the day-to-day handling of complaints.

(c) A close monitoring of the working of VSATs is being carried out on a day-to-day basis. The software being utilised for the system has recently been upgraded to strengthen the system.

Conservation of Bio-Species

1759. SHRI ANNASAHEB M.K. PATIL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem caption "172 bio-species identified for immediate conservation" appearing in the 'Financial Express' dated April 27, 1998.

(b) if so, the details of the project with State-wise break up to be implemented during the current year;

(c) the total outlay likely to be available to the State Governments under the project including details of targets set for the current year for the project; and

(d) the inadequacies in the project observed and steps proposed to remove the same?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (d) The news item captioned "172 bio-species identified for immediate conservation" appearing in the *Financial Express* dated 27 April, 1998 pertains to a project entitled "Biodiversity Conservation Prioritisation Project — India" being implemented by WWF — India, a non-governmental organisation. As per the information made available by WWF-India, the purpose of the project is prioritisation of species, sites and strategies for conservation of biological diversity in India. Such prioritisation is based on rapid analysis of available information and the result are of an indicative nature to help focus the conservation efforts. The project is expected to be completed by August 1998. This project has not received any financial support from the Government.

Literacy Drive

1760. SHRI ASHOK NAMDEORAO MOHOL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Literacy drive launched in many States is not creating the right impact;

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

(c) the remedial measures being taken to make the literacy drive a success?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) An Expert Group constituted by this Department undertook a nation-wide evaluation of the Total Literacy Campaigns in 1993-94. The Report identified several strengths and weaknesses of the campaigns. The strengths include :

- It is more of a movement than a programme.
- There has been an overwhelming impact on women.
- The literacy movement has generated demand for primary education.
- The campaigns have led to sensitization of the bureaucracy.

The weaknesses include :

- Some campaigns have been launched without adequate preparations.

- The quality of teaching has suffered in some places where there has been excessive preoccupation with literacy skills alone.
- Progress of literacy has been rather slow in urban areas.

The reasons for weaknesses are that the educational infrastructure and voluntary support are inadequate.

(c) The steps taken to strengthen the programme include time-bound action plan for uncovered districts of some States; greater involvement of Panchayati Raj Institutions, community and voluntary organisations; reinforcement of linkages between literacy programmes and other development programmes.

[*Translation*]

National Games

1761. SHRI KANTILAL BHURIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal under consideration of the Union Government for organising National Games in Madhya Pradesh;

(b) if so, the details thereof; and

(c) the number of districts in which coaching centres have been set up during the year 1997-98?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI): (a) and (b) No, Sir. There is no proposal under consideration of the Union Government for organising National Games in Madhya Pradesh. However, the Indian Olympic Association (IOA), which is the apex body for deciding the venue for the National Games, has allotted the 6th National Games to the Madhya Pradesh Olympic Association to be held at Bhopal in 1999.

(c) No new District Coaching Centres have been set up during the year 1997-98.

[*English*]

Liquor Advertisements on T.V. Channels

1762. SHRI K.S. RAO :
SHRI VIJAY SANKESHWAR :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal to impose a ban on the liquor advertisements and obscenity in different T.V. channels beamed in the country;

(b) if so, the details thereof;

(c) whether the Government have held consultations with the various T.V. channel authorities in the country in this regard;

(d) if so, the details thereof and their reactions thereto; and

(e) the measures proposed to be taken to implement the proposed ban?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) There is a proposal at a formative stage to bring in some regulation on the liquor advertisements on satellite channels. Doordarshan and All India Radio Code does not permit such advertisements.

(c) Yes, Sir.

(d) and (e) The satellite channel operators expressed their willingness to come forward with a self regulated code. They also shared Government's concern on this issue. The details of such a self regulated code are being worked out.

F.M. Channel of A.I.R. at Vijayawada

1763. SHRI P. UPENDRA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there has been a demand for an additional 10-KW FM Channel of All India Radio at Vijayawada;

(b) whether the programmes aired by Vijayawada Station are not audible in many districts of coastal Andhra Pradesh; and

(c) if so, the time by which the additional channel of AIR is likely to be set up there?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Yes, Sir.

(b) Most of the coastal areas of Andhra Pradesh are covered by 100 KW MW Transmitter at Vijayawada. The

remaining parts are covered by 100 KW MW Transmitters at Visakhapatnam and Cuttack.

(c) At present, there is no proposal.

[Translation]

Illegal Mining of Lime-Stone in U.P.

1764. SHRI VIJAY SINGH SOY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether even after the ban imposed by the Supreme Court on illegal mining of lime-stone in Doon valley in Uttar Pradesh, the same is going on at a large scale;

(b) whether the lease of these mines had lapsed in 1984 itself.

(c) the action taken under Forest (Conservation) Act, 1980 till-date alongwith the details of the action taken against the persons found guilty; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) In view of Writ Petition filed in the Supreme Court of India recently, the issue of illegal mining of lime-stone in Doon valley area located in District Tehri Garhwal, was got enquired into by the Regional Office, Ministry of Environment & Forests, Government of India, Lucknow. Prima-facie there appears to be violation of Forest (Conservation) Act, 1980 in certain mines as mining activities have continued after the expiry of lease in 1984, as well as direction of Honourable Supreme Court of 12.12.1996.

(c) and (d) A detailed report in the matter has been filed in Honourable Supreme Court and the direction of the apex Court are awaited.

[English]

Defaulting Non-Banking Financial Companies

1765. SHRI G. GANGA REDDY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Reserve Bank of India (RBI) has empowered the Company Law Board (CLB) to order the defaulting Non-Banking Financial Companies (NBFCs) to refund the payment of principal and interest to the investors;

(b) if so, the details thereof;

(c) whether a copy of the notification issued by the RBI will be laid on the table of the House;

(d) whether these provisions also be applicable to Residuary Non-Banking companies (RNBCs);

(e) whether the CLB has already initiated action for scrutinizing the cases of the default; and

(f) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI): (a) Yes, Sir.

(b) and (c) In terms of Section 45QA of the RBI Act, 1934 where an NBFC fails to repay any deposit in accordance with the agreed terms and conditions, the Company Law Board (CLB) can order the company to make repayment of such deposit forthwith or within such time and subject to such conditions as may be specified in the order. The aggrieved depositor is required to submit an application in the form prescribed by them together with the requisite fee, to the concerned bench of the CLR mentioned in the Deposit Application Form and seek an order against the erring company. The above section has been inserted in RBI Act, 1934 vide Amendment Act of Parliament [The Reserve Bank of India (Amendment) Act, 1997].

The Company Law Board vide Gazette Notification No. GSR 433 (E) dated 1st August, 1997 has given effect to the Reserve Bank of India (Amendment) Act, 1997 so far as consideration by the Board of the complaints of depositors against NBFC is concerned.

(d) Yes, Sir.

(e) The CLB has already initiated action for scrutinizing the cases of default.

(f) As on 30.4.98, the Company Law Board has received 13367 complaints of default against 109 NBFCs in terms of section 45 QA of the RBI Act, 1934.

Memorial at Mangarh Dham

1766. SHRI MAHENDRAJEET SINGH MALVIYA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to State :

(a) whether the Government propose to develop "Mangarh Dham" in Rajasthan as a Martyrs memorial in the Golden Jubilee year of Freedom;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the places where the less number of martyrs sacrificed their lives have been developed as martyr's memorial; and

(e) if so, the details of such places?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) No, Sir.

(b) Does not arise.

(c) The Implementation Committee for the Commemoration of 50th Anniversary of India's Independence in its 4th meeting held on 07.01.1998 decided that instead of building memorials in all the States/UTs, funds may be provided for upgrading/modernising existing Schools in the country in the Golden Jubilee Year of India's Independence.

(d) No, Sir.

(e) Does not arise.

Monuments of National Importance

1767. SHRI ARIF MOHAMMED KHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of religious places under the category of 'Monuments of National Importance' sect-wise, State-wise as on August 15, 1947;

(b) the number of religious places declared as monuments of national importance after independence, sect-wise and State-wise and the criteria adopted for the same; and

(c) the amount spent on these monuments during the last three years, sect-wise and State-wise?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) No monument has been declared Centrally protected on the basis of sect or religion. Under the Ancient Monuments preservation Act 1904, which was in vogue at the time of Independence, and the subsequent Ancient Monuments & Archaeological Sites & Remains Act, 1958, the criteria for declaring monuments of national importance

is their historicity, archaeological importance and artistic interest or antiquity. The total number of monuments declared protected after 1947, State-wise, is given in Statement-I.

(c) The amount spent on all the Centrally protected monuments during the last three years, State-wise, is given in Statement-II.

Statement-I

State/Union Territories	Number of Monuments Protected after 1947
1	2
Andhra Pradesh	81
Assam	4
Arunachal Pradesh	—
Bihar	7
Delhi	8
Daman & Diu (U.T.)	12
Goa	25
Gujarat	80
Haryana	7
Himachal Pradesh	22
Jammu & Kashmir	69
Karnataka	120
Kerala	18
Madhya Pradesh	213
Maharashtra	26
Manipur	1

1	2	1	2
Meghalaya	—	Rajasthan	149
Mizoram	—	Sikkim	3
Nagaland	—	Tamil Nadu	79
Orissa	46	Tripura	5
Pondicherry (U.T.)	9	Uttar Pradesh	23
Punjab	4	West Bengal	13

Statement-II

The Expenditure incurred during the last three years on Centrally protected Monuments

S.No.	State/Union Territory	1995-96 Rs.	1996-97 Rs.	1997-98 Rs.
1	2	3	4	5
1.	Andhra Pradesh	48,89,100	58,38,700	83,93,000
2.	Assam	11,98,021	26,52,137	31,82,729
3.	Arunachal Pradesh	5,34,762	72,344	—
4.	Bihar	37,07,754	87,00,000	1,38,67,300
5.	Delhi	2,76,99,978	2,64,00,000	2,61,00,000
6.	Daman & Diu (U.T.)	13,75,976	Included in Gujarat	23,70,132
7.	Goa	15,95,433	23,02,918	32,91,000
8.	Gujarat	41,20,584	57,60,175	59,18,855
9.	Haryana	50,96,722	80,84,601	81,13,353
10.	Himachal Pradesh	57,92,220	62,55,924	42,51,424

1	2	3	4	5
11.	Jammu & Kashmir	60,57,086	64,00,000	73,79,000
12.	Karnataka	70,93,841	1,00,00,000	1,67,44,275
13.	Kerala	13,08,345	12,52,004	45,78,000
14.	Madhya Pradesh	78,53,646	1,22,42,312	1,43,44,901
15.	Maharashtra	30,59,219	57,00,000	81,47,000
16.	Manipur	66,371	Included in Assam	—
17.	Meghalaya	30,000	1,260	—
18.	Nagaland	23,500	2,09,619	2,19,518
19.	Orissa	66,39,978	93,84,269	37,51,680
20.	Pondicherry (U.T.)	2,67,399	3,10,031	2,58,464
21.	Punjab	23,04,646	51,59,075	76,38,670
22.	Rajasthan	57,98,210	70,00,000	1,73,00,000
23.	Sikkim	1,20,000	3,38,000	14,87,186
24.	Tamil Nadu	59,47,527	80,00,000	1,00,77,240
25.	Tripura	3,30,243	5,00,537	6,98,952
26.	Uttar Pradesh	1,48,70,964	1,70,18,058	2,83,57,890
27.	West Bengal	47,58,000	61,31,000	97,91,000

**Upgradation of LPT Doordarshan Kendra
at Hospet**

1768. SHRI H.G. RAMULU : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have decided to upgrade the existing LPT Doordarshan Kendra into HPT at Hospet;

(b) if so, the amount so far spent for the proposed HPT Doordarshan Kendra;

(c) the total amount to be required to complete the job and the time by which the said HPT is likely to start functioning; and

(d) the total amount likely to be spent?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) to (d) An HPT in replacement of existing LPT at Hospet is envisaged to be set up during Ninth Plan. An amount of Rs. 8-10 crores is likely to be required for implementation of a project of this nature. It would take about 3 to 4 years to implement the scheme after it is sanctioned subject to availability of the adequate resources, infrastructural facilities and relative priorities.

Widening of NH-41 and NH-6

1769. SHRI LAKSHMAN CHANDRA SETH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have decided to fourlance the National Highway-41 and National Highway-6; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) and (b) Depending on the volume of traffic and availability of resources, for selected reaches of National Highways 6 and 41 project preparation is being taken up.

Environment Clearance to Power Projects

1770. DR. Y.S. RAJASEKARA REDDY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the details of modalities worked out in delegating power to the State Governments to accord the environmental clearance to power projects?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABULAL MARANDI) : The Ministry of Environment and Forests has issued a notification on 10.4.97 delegating powers to the State Governments to accord environmental clearance to following categories of thermal power projects:

1. Co-generation Captive Plants :

- (i) Co-generation Plants All Co-generation Plants irrespective of the installed capacities.

(ii) Captive Power Plants : Upto 250 MW (both coal and gas/naphtha based)

2. Coal based plants upto 500 MW using fluidized bed technology subject to sensitive areas restrictions.

3. Coal based Power Plants upto 250 MW using conventional technologies.

4. Gas/Naphtha based plants upto 500 MW.

The State Governments will follow the same procedure as being followed by the Central Government. Public Hearing will also be conducted as per the procedures detailed in the notification.

SEBs dues to NTPC

1771. DR. SANJAY SINH : Will the Minister of POWER be pleased to state :

(a) whether the State Electricity Boards collectively owe to National Thermal Power Corporation over Rs. 7000 crore;

(b) if so, the names of the prime defaulter States; and

(c) the action Government propose to take to recover these dues?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Yes, Sir. The collective outstanding dues payable by SEBs to NTPC stand at Rs. 7221.62 crores as on 30.4.1998 which include surcharge of Rs. 2451.07 crores.

(b) The names of prime defaulter States in making payment to NTPC are :

1. Uttar Pradesh
2. Delhi
3. Jammu & Kashmir
4. West Bengal
5. Bihar, and
6. Orissa.

(c) The action taken by the Government for realising the outstanding dues include appropriation from the Plan assistance to the respective States and making the future supply of power against advance payment or opening of irrevocable Letters of Credit by SEBs.

Privatisation in Telecommunication

1772. SHRI RAMKRISHNA BABA PATEL :
SHRI MANIBHAI RAMJIBHAI CHAUDHARI :
SHRI JANARDAN PRASAD MISRA :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the quality of Telecom sector is beyond satisfaction and the target of development projects in the field of Telecommunications has not been achieved so far;

(b) if so, whether the Government propose to allow entry of the private sector to achieve the development projects target in the field of telecommunications;

(c) if so, the details thereof and the time by which the Government are likely to allow private sector to enter in this field; and

(d) if not, the manner in which the Government propose to achieve the target of development projects in this field?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (d) The quality of Telecom Sector is generally satisfactory. Most of the targets of development projects set by the Department are met. Private operators are already permitted to enter in the field of basic telephone services to supplement the services provided by DOT. They are also permitted to provide some other services like Paging and Cellular services has started in large number of places and Basic Service by private operator has started in Madhya Pradesh Telecom Circle from 4.6.98.

[*Translation*]

Helmet for Pillion Riders

1773. SHRI DATTA MEGHE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have withdrawn the condition of wearing helmets in Delhi for the pillion riders of the two wheelers for women and children (including Sikh women, Hindu women and their children) while it is mandatory for the adult male pillion rider; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) and (b) No, Sir. However, the Government of National Capital Territory of Delhi have informed that they have not taken any decision as yet on this issue.

Ragging

1774. SHRI BACHI SINGH RAWAT 'BACHDA' : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have formulated any concrete plan to prevent ragging of students in all the higher educational colleges including technical ones; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) Central Government regards the practice of ragging in educational institutions as reprehensible and unwholesome. Instructions have been issued earlier to the universities and institutions and State Governments to take stern action to curb this menace, and to invoke punitive provisions of law where under the garb of ragging specific offences are committed. Such instructions are again being reiterated in view of the ensuing academic session in the universities. The educational institutions are also being asked to amend their Ordinances/Regulations to outlaw ragging and treat those participating in it as guilty of 'gross misconduct' so that the penalty of rustication or removal from the rolls of the universities could be imposed on the offenders.

National Postal Policy

1775. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have finalised the National Postal Policy;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) New Postal Policy is yet to be finalised. However, the Department of Posts has been following a consistent policy in the matter of development and operation of postal services in the country.

In the matter of expansion of postal network in the rural area, the department's policy provides for substantial subsidy in providing new post offices. In the urban area

financial viability is given greater importance in the Department's policy and a newly opened post office is required to be self supporting by the end of its first year of existence. Parameter in respect of distance from existing post office is also appropriately related to urban conditions where the density of population is much higher than in the rural area.

As regards delivery service, the norm in rural area is to deliver articles from the Branch Post Office on the same day when these are received unless there are constraints of transmission arrangements. In the urban area, all Departmental delivery offices provide atleast one delivery per day for both ordinary and accountable articles, which are supplemented by more than one delivery in a number of urban post offices, having regard to the volume of articles and the time of their receipt.

In the matter of mail transmission, the Department's Policy is to gradually introduce automated systems in the large nodal centres for speedy and effective mail processing.

The Department is also pursuing the policy of optimising the benefits of post office by performing a variety of agency functions like small savings schemes of the Government, payment of pension for Railway pensioners, Employees' Provident Fund pensioners and Coal Miners, operation of the Postal Life Insurance Organisation.

The Department's policy of modernising the postal service lays emphasis on counter services, while computers are also being introduced in other areas of activity like financial services, PLI, Inventory control and Speed Post. Extensive training programmes are aimed at upgrading the skills of the employees. The Department is also seeking to segment its areas of activity catering for business and commercial sector and those for meeting universal service obligation with a view to improving quality of service and generation of revenue.

[English]

Sports Activities in Maharashtra

1776. SHRI MADHAVRAO PATIL :
SHRI SADASHIVRAO DADOBA MANDLIK :

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

(a) the details of Centrally sponsored schemes to encourage the sports activities being implemented in Maharashtra particularly in Kolhapur, Nasik and Khed districts;

(b) the funds provided by the Central Government to the State Government for the purpose during the Eighth Five Year Plan;

(c) the funds allocated for 1998-99 and proposed to be allocated during Ninth Plan Period on sports activities;

(d) whether the Government are considering to launch any scheme to encourage the wrestling in the State;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) The Central Government's schemes of (i) Grants for Creation of Sports Infrastructure, and (ii) Grants for Installation of Synthetic Surfaces, are designed to encourage sports activities all over the country. Under the schemes, projects in Maharashtra are also being implemented. There is no separate scheme in relation to Kolhapur, Nasik and Khed districts.

(b) Under the above schemes, Central assistance of Rs. 990.55 lakh was provided to the State Government during the 8th Five Year Plan.

(c) While Rs. 100.66 crore is the Plan Outlay for the year 1998-99, an outlay of Rs. 380.44 crore has been allocated during the 9th Plan for sports activities all over the country.

(d) to (f) No, Sir. Primarily, it is the responsibility of the National Sports Federations to promote the respective sports. Central Government assists them in this endeavour by providing assistance for organising tournaments, coaching camps, international exposure etc. For wrestling, the Wrestling Federation of India, alongwith its State Unit in Maharashtra, takes steps for encouraging wrestling in Maharashtra.

[Translation]

Relaxation of Conditions for Private Operators

1777. SHRI RAMPAL SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are now considering to relax the conditions for private operators to install telephones in rural areas;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) The Basic Telephone Service Operators had made specific commitments relating to provisioning of Village Public Telephones (VPTs) at the time of submitting their bids and these commitments stand. However, their Association has suggested certain modalities to implement the VPTs programmes. These are being examined in the Department of Telecommunications.

Expenditure on National Highway-31A

1778. SHRI BHIM DAHAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the expenditure incurred on the repair of National Highway Number-31A during the last two years;

(b) whether the Government have conducted any enquiry regarding its maintenance;

(c) if so, the steps taken by the Government to improve its dilapidated condition; and

(d) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
(a) Expenditure incurred is as under :—

Sl.No.	Year	Amount
1.	1996-97	Rs. 87.41 lakhs
2.	1997-98	Rs. 105.65 lakhs

(b) No, Sir.

(c) and (d) However, National Highway is being kept in traffic worthy conditions within the available resources.

'Sal Keter Menace in Forests'

1779. SHRI FAGGAN SINGH KULESTE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the forests protected under the Forest (Conservation) Act, 1980 in some districts of Madhya Pradesh and Kanha National Park have been affected by Sal Keter;

(b) if so, the details thereof; and

(c) whether any action plan has been prepared to protect those Forest and National park from this menace?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) The information is being collected and will be laid on the Table of the House.

Supply of Study Material by IGNOU

1780. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether study material for the BCA/MCA and other courses through correspondence is provided only two and a half months before the examination by Regional Office, Tugalakabad of Indira Gandhi National Open University;

(b) if so, whether despite fees being charged from the students to provide the study material at their residences, the same is not being done; and

(c) if so, the steps proposed to be taken by the Government to send the study material in time and at the residences of students?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) According to the information furnished by the Indira Gandhi National Open University, the academic programmes are offered either on annual or semester basis and the materials for the programmes are sent at the commencement of the academic session/semester in January/July of each year. However, during 1998, (for the programme started in January) the despatch of the study material for the programmes in Computer Applications and Management was delayed for about two and half months due to the increase in the number of students enrollment and delay in the printing of the study material and its distribution. Ordinarily, the University sends to the students the study material at the address given by the applicant. However, on account of large number of complaints received from students for non-receipt/late receipt of material, the University has been considering alternate methods of distribution. In some cases where there was large concentration of students, they were advised to collect the study material from the designated centres to avoid loss of time and material. Where the students were unable to do so, the materials were despatched to them by post. It is the endeavour of the University to ensure that students get the study material at the commencement of each semester and the University is streamlining the distribution system for this purpose.

[English]

**Ban on Telecast of Religious and
Social T.V. Serials**

1781. SHRI KRISHAN LAL SHARMA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have taken or propose to take a decision to ban the telecast of all religious and other T.V. serials depicting high moral values, culture and patriotism in the country's T.V. network;

(b) if so, the names of serials likely to be terminated; and

(c) the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Drop-Outs at Primary Level

1782. SHRI DOWARKA PARSHAD BAIRWA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of drop-outs at primary level during the last three years, State-wise;

(b) the number of such students in rural and urban areas, male and female student-wise and State-wise;

(c) the steps taken by the Government to reduce the number of drop-outs;

(d) the number of students studying in Kendriya vidyalayas in district Tonk; and

(e) the reasons for no increase in the number of students during the last five years and the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) A statement indicating state-wise drop out rates at primary level separately for Boys and Girls for the last three years is enclosed. Data regarding drop out rates in rural and urban areas is not available.

(c) Government have taken a number of measures to reduce the dropout rates. These include Micro-planning and Community mobilisation, greater involvement of Panchayati Raj Institutions, improvement of school infrastructure through Operation Blackboard Scheme; incentives for girls and SC/ST students such as free text books, uniforms and attendance scholarships, establishing and strengthening of institutions of teacher education; introduction of Minimum Levels of Learning; and implementation of Mid-day Meals programme.

District Primary Education Programme (DPEP), which is being implemented in 149 Districts has designed contextually relevant strategies to ensure better participation and retention of children at primary level.

(d) and (e) According to the information furnished by Kendriya Vidyalaya Sangathan, two Kendriya Vidyalayas are functioning in Tonk District, one in project sector and another in civil sector. The total number of students in both these schools, at present, is 591.

The strength was 680 in 1994-95. The location of these Kendriya Vidyalayas is reported to be the major reason for decline in student strength.

Statement

The State-wise Drop-out rates at primary level for boys and girls for the years 1994-95, 1995-96 and 1996-97 are as follows :

Sl.No.	State	1994-95			1995-96			1996-97		
		Boys	Girls	Total	Boys	Girls	Total	Boys	Girls	Total
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	42.48	41.78	42.18	56.27	54.36	55.44	45.34	48.30	46.71
2.	Arunachal Pradesh	54.97	55.22	55.07	55.49	52.46	54.19	53.74	48.60	51.55

1	2	3	4	5	6	7	8	9	10	11
3.	Assam	39.62	41.57	40.49	39.83	41.75	40.69	39.82	41.74	40.69
4.	Bihar	61.41	65.86	62.98	61.46	64.03	62.37	60.85	63.44	61.78
5.	Goa	—	7.17	2.28	1.56	9.45	5.39	2.74	9.52	6.06
6.	Gujarat	41.82	51.07	45.97	35.49	41.15	38.02	41.20	46.39	43.52
7.	Haryana	1.60	6.81	3.93	5.78	7.32	6.38	17.03	20.80	18.79
8.	Himachal Pradesh	18.86	26.29	22.41	20.18	27.00	23.43	21.33	30.05	25.55
9.	Jammu & Kashmir	52.05	42.52	48.05	53.13	41.48	48.36	34.40	33.63	34.08
10.	Karnataka	36.07	36.85	36.43	34.88	35.72	35.28	40.91	45.51	43.12
11.	Kerala	—	—	—	—	—	—	—	—	—
12.	Madhya Pradesh	22.43	34.96	28.36	28.06	33.23	30.25	25.97	38.29	31.29
13.	Maharashtra	19.12	25.50	22.13	21.79	27.36	24.4	18.65	25.60	21.95
14.	Manipur	65.02	63.98	64.54	35.04	36.30	35.64	41.12	43.68	42.33
15.	Meghalaya	29.96	34.43	32.06	59.61	62.53	61.07	59.45	62.46	60.95
16.	Mizoram	62.91	63.05	62.98	57.71	72.28	57.20	59.14	56.95	58.10
17.	Nagaland	42.09	37.68	40.09	39.93	31.40	35.98	38.53	34.12	36.48
18.	Orissa	57.07	52.05	55.06	52.88	53.79	53.24	50.75	47.9	49.61
19.	Punjab	22.63	22.94	22.77	22.86	22.52	22.70	24.03	21.76	22.97
20.	Rajasthan	51.16	59.33	53.73	50.57	56.00	52.38	48.79	57.02	51.70
21.	Sikkim	52.88	45.51	49.50	61.97	54.74	58.17	61.88	55.40	58.88
22.	Tamil Nadu	15.58	17.65	16.54	14.88	16.97	15.85	14.05	16.21	15.06

1	2	3	4	5	6	7	8	9	10	11
23.	Tripura	54.07	57.21	55.51	53.49	57.27	55.24	52.73	56.65	54.55
24.	Uttar Pradesh	20.27	21.12	20.57	22.31	22.94	22.53	22.31	22.94	22.53
25.	West Bengal	36.17	45.76	40.43	49.93	66.84	58.72	55.83	55.59	55.73
26.	A & N Islands	4.22	6.06	5.1	7.84	13.43	10.56	19.77	21.01	20.37
27.	Chandigarh	—	—	14.90	30.68	30.98	30.82	0.13	2.76	1.39
28.	D & N Haveli	33.37	50.16	40.75	31.21	50.80	39.57	32.57	47.55	38.78
29.	Daman & Diu	1.40	—	0.45	—	—	—	3.13	—	—
30.	Delhi	19.25	28.83	25.74	18.15	30.53	24.37	11.62	23.50	17.53
31.	Lakshadweep	18.74	37.15	27.29	—	7.37	3.16	5.44	—	3.22
32.	Pondicherry	—	—	—	—	—	—	—	—	—
	India	35.18	37.79	36.27	37.92	41.31	39.37	39.37	38.35	38.95

[English]

Teaching of Psychology In Kendriya Vidyalayas

1783. SHRI C.P.M. GIRIYAPPA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether 'Psychology' subject is being taught at 10+1 and 10+2 levels in Kendriya Vidyalayas;

(b) if so, the details thereof and if not, the reasons therefor; and

(c) the steps the Government propose to take for inclusion of this subject in 10 + 1 and 10 + 2 level in Kendriya Vidyalayas?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) No, Sir.

(b) and (c) Kendriya Vidyalayas are primarily meant to fulfil the needs of the children of transferable Central Government employees. In order to maintain continuity in their education, therefore, only a few elective subjects which can be sustained in most parts of the country are offered at 10 + 2 stage in Kendriya Vidyalayas. 'Psychology' subject is accordingly not offered to students.

Projects by NGOs

1784. SHRI M. RAJIAH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the details of the Environment Projects being supported by the Government for implementation by the Non-Governmental Organisations (NGO's) for the last three years; and

(b) the details of the grants given by the Government to these NGOs, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL

MARANDI) : (a) and (b) The information is being collected and will be laid on the Table of the House.

Over Bridges on Railway Crossing on NH-4

1785. SHRI B.M. MENSINKAI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the National Highway No. 4 in Kamataka has any problem of railway crossings;

(b) if so, the problem places of such crossings on this highway right from Poona to Bangalore;

(c) the number of railway crossings without over bridges;

(d) whether the National Highway Authority propose to construct over bridges on these crossings during this year.

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir.

(b) and (c) There are two Railway level crossings without over bridges at Km. 310/800 (Hanumanhatti) and at Km. 328/400 (Nelagol).

(d) to (f) The National Highway Authority of India have sanctioned the consultancy estimate for detailed project preparation which is in progress.

[*Translation*]

Operation Blackboard Programme

1786. SHRI RAM NARAIN MEENA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the targets fixed under the Operation Blackboard programme have been achieved;

(b) if so, the names of the States where these have been achieved;

(c) the duration of the period for which the said programme was launched and the reasons to discontinue this scheme;

(d) whether there are no buildings matching with the standard of Operation Blackboard Programme in several high schools of Rajasthan;

(e) if so, the reasons therefor; and

(f) the time by which the buildings would be made available?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The scheme of Operation Blackboard is being implemented in all States and UTs since 1987-88. It has contributed to conversion of about 1.50 lakh single teacher primary schools to dual teacher schools, construction of 1.77 lakh class rooms and provision of teaching learning material to 5.23 lakh primary schools. In 1993-94, the scheme was expanded to cover upper primary schools and to provide a third teacher for larger primary schools with enrolment exceeding 100 children. Under expanded Operation Blackboard, 55951 teachers have been provided to primary schools and teaching learning equipment has been provided to 95722 upper primary schools.

According to available information, the achievements under the scheme have been satisfactory in all States/UTs except Gujarat, Manipur, Maharashtra, Assam, Andhra Pradesh, Bihar and Orissa.

(d) The Operation Blackboard Scheme has not been extended to high schools.

(e) and (f) Do not arise.

[*English*]

Research Group on Super Conductivity

1787. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether the Government had set up a special research group on the "Super conductivity";

(b) if so, the current status of the group; and

(c) the achievements made by the nation so far in this field?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) Under the National Superconductivity Programme initiated in 1987 an Apex Body and a Programme Management Board was established by the Central Government. The Programme Management Board promoted 63 projects during April 1988 to September, 1991. In February, 1991, the Apex Body and the

Programme Management Board were replaced by National Superconductivity Science & Technology Board - 'NSTB'. NSTB promoted 72 projects. Since 1997-98, the superconductivity programmes are being promoted under the ongoing programmes of the Department of Science & Technology. Some of the major achievements of the projects have been creation of capable R&D manpower and related R&D infrastructure base. Nearly, 2000 research papers and technical presentations have been made by the Indian researchers in various national and international journals. Seven patents have also been filed.

Telephone System

1788. DR. ULHAS VASUDEO PATIL : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephone system in Jalgaon district in Maharashtra is paralysed;

(b) if so, the reasons therefor; and

(c) the measures proposed to be taken by the Government for improvement of telephone system in the district?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) and (b) Sir, the Telephone system in Jalgaon district in Maharashtra is working satisfactorily. However, the old type strowger exchange is not capable of giving services as efficiently as provided by modern exchanges.

(c) The following steps are being taken to further improve the telephone system.

1. Old technology strowger exchange is planned to be replaced by new technology exchange during the current financial year.

2. Replacing old and worn out lines and equipment of external plant.

3. Replacing fault prone cables by jelly filled cables.

4. Introduction of modern tools & techniques.

5. Computerisation of fault repair services.

Shortage of Power in U.P.

1789. SHRI KIRTI VARDHAN SINGH : Will the Minister of POWER be pleased to state :

(a) whether the Government are aware that there is shortage of power in many districts particularly in rural areas of Uttar Pradesh;

(b) if so, the details thereof;

(c) whether there is any proposal to set up more power plants to increase the power generation in the State; and

(d) if so, the details thereof and the time by which a decision is likely to be taken in the matter?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) The power supply position in U.P. (including rural areas) during 1997-98 and April, 1998 is given below:—

(Figures in MU net)

	1997-98	April, 98
Requirement	41157	3560
Availability	36105	3271
Shortage	5052	289
%	12.3	8.1

(c) and (d) Yes, Sir. The details of power projects planned/under execution in U.P. alongwith their status is given below :—

Name of project	Capacity (MW)	Expected to be commissioned by
1	2	3
Uttar Pradesh		
1. Feroz Gandhi Unchahar TPP Stage-II (Distt. Rai Bareilly)		
Unit-3	210	Jan., 2000
Unit-4	210	July, 2000
2. Rosa TPP (Distt. Shahjahanpur)		
Unit-1	283.5	*
Unit-2	283.5	*
3. Tehri Stage-I	4x150	2001-02

1	2	3
4.	Dhauliganga-I	4x70 2004-05
5.	Sobla	2x3 1998-99
6.	Lakshwaryasi	3x100+2x6 Beyond 9th Plan
7.	Manari Bhali-II	4x76 9th Plan
8.	Srinagar	5x66 Beyond 9th Plan
9.	Vishnu Prayag	4x100 Beyond 9th Plan
10.	Rajghat	3x15 1998-99

*Yet to be finalised.

Power from Eastern Grid for A.P.

1790. DR. T. SUBBARAMI REDDY : Will the Minister of POWER be pleased to state :

(a) whether the Union Government have agreed to provide 500 MW of power from the Eastern Grid for Andhra Pradesh;

(b) if so, whether the Government would also extend support by ensuring evacuation of power from the North East at reasonable rates;

(c) if so, the details thereof;

(d) whether Andhra Pradesh has sought setting up of a Mega Power Project (upwards of 2,000 MWs) in Krishnapatnam; and

(e) the extent to which Union Government have agreed to help and to provide sufficient power to meet the requirements of the Andhra Pradesh?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Andhra Pradesh has been allocated 150 MW out of unallocated quota from NTPC stations in Eastern Region and availing this assistance on 220 KV Balimela-Upper Sileru line. 500 MW power could be supplied from Eastern Region to Andhra Pradesh on completion of 400 KV Jeypore-Gazuwaka D/C line with HVDC back to back terminal at Gazuwaka scheduled to be commissioned by March, 1999 and completion of some 400 KV lines in Southern Region and APSEB installing about 1300 MVAR shunt capacitors in their system. However, on commissioning of 400 KV Jeypore-

Gazuwaka D/C line without HVDC terminal, which is expected by June/July, 1998, total upto 320 MW power could flow from Eastern Region to Andhra Pradesh including the present supply of 150 MW provided APSEB completes the identified transmission and distribution lines in their system.

(b) and (c) At present there is no proposal for export of power from North-Eastern Region to Andhra Pradesh as the existing transmission system does not permit supply of power from North-Eastern Region to Andhra Pradesh.

(d) Yes, Sir. Government of Andhra Pradesh showed interest in setting up a show case project in Krishnapatnam (1500 MW) based on imported coal. They have also agreed to provide all assistance for development of this project.

(e) Andhra Pradesh has already been allocated 22.5% power from the unallocated quota in Central Sector stations in Southern Region and 150 MW from NTPC stations in Eastern Region. In addition, Andhra Pradesh is also being provided assistance of around 300 MW power from Western Region during off-peak hours. Also a new power plant at Simadhri of total capacity 1000 MW is being set up by NTPC in Andhra Pradesh and likely to be commissioned in 2001-02.

Kendriya Vidyalayas In Kerala

1791. SHRI T. GOVINDAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Kendriya Vidyalayas opened in Kerala during the last three years, year-wise and location-wise;

(b) whether the Government are contemplating to close some of the schools started in the early eighties; and

(c) if so, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Three Kendriya Vidyalayas have been opened in Kerala during the last three years as per details given below:—

1. Kozhikode No. II	—	1995-96
2. AFS Trivandrum	—	1995-96
3. Vythiri, Kalpetta	—	1997-98

(b) No, Sir.

(c) Does not arise.

Registered Urdu Newspapers

1792. SHRI G.M. BANATWALLA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the total number of Urdu newspapers on the approved list of the Directorate of Advertising and Visual Publicity as on 1st April, 1998, State-wise;

(b) the total value of advertisements released to these newspapers during 1996-97 and 1997-98, State-wise; and

(c) the proportion or percentage of the total value of advertisements released to Urdu newspapers as compared to the total value of advertisements released to all newspapers during 1996-97 and 1997-98 State-wise and at all India level?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) :
(a) to (c) The details are given in the statement enclosed.

Statement

Sl.No.	State	Number of Urdu news papers/periodicals on DAVP's Approved panel as on 01-04-1998	Total Value of Advertisement release to Urdu Newspapers/periodicals		State-wise percentage of value of advertisement released to Urdu Newspapers/periodicals as compared to total value of advts. released by DAVP to newspapers/periodicals in respective state	
			1996-97 (Amount in rupees)	1998	1996-97	1997-98
1.	Andhra Pradesh	64	1754854	2692343	19.82	21.23
2.	Bihar	50	2611717	3085108	18.03	19.17
3.	Haryana	1	3448	6034	0.16	0.20
4.	Jammu & Kashmir	34	1344990	1962475	38.98	36.67
5.	Karnataka	7	865502	761350	7.12	5.49
6.	Madhya Pradesh	6	264349	304981	1.40	1.24
7.	Maharashtra	10	616986	863920	1.64	1.69
8.	Punjab	6	393509	429763	2.50	1.88
9.	Rajasthan	3	76777	100466	0.47	0.48
10.	Tamil Nadu	2	285153	328150	2.22	2.19
11.	Uttar Pradesh	306	3843335	5766411	11.51	12.53
12.	West Bengal	10	960115	1177338	3.68	3.49
13.	Delhi	63	3434950	5632709	2.49	3.09
Total		562	16455685	23111048		
All India Percentage					4.21	4.54

[*Translation*]

Battery Operated Electronic Exchanges

1793. SHRI RAMANAND SINGH : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of electronics telephone exchanges installed on battery operated system by the Union Government in the remote villages of the country, State-wise;

(b) the amount spent so far on this scheme, State-wise;

(c) whether the Government are aware that telephone installed under the scheme often remain out of the order; and

(d) if so, the steps proposed to be taken by the Union Government to streamline the functioning of battery operated telephones?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) The Department of Telecom does not install any Electronic Telephone exchanges based on battery operated system. All electronic telephone exchanges are operated on commercial power supply. The battery and engine alternator are provided as stand-by in such exchanges.

(b) to (d) Does not arise in view of (a) above.

[*English*]

Procurement of Equipment

1794. SHRI S.S. OWAISI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether Government propose to review the tender conditions for the procurement of equipment;

(b) if so, the details thereof;

(c) the extent to which they are different from the previous tender conditions;

(d) whether telecom manufacturers are to be compensated if bids are extended beyond the validity period; and

(e) if so, the details thereof and time by which these changes are likely to be given final shape?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) The tender conditions of the Department are enumerated in the Manual of Procurement. The updating of the tender conditions is a continuous exercise depending on the Department's requirements and to the best interest of the Department.

(d) and (e) No, Sir. The Department makes an offer as per the evaluation and after due approvals. This offer, if made beyond validity period is not binding on the supplier. It may or may not be accepted by the suppliers. Therefore, there is no question of compensation, if bid is extended beyond the validity period.

Coverage of Area by AIR, Diphu in Assam

1795. DR. JAYANTA RONGPI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the percentage of total area covered by the All India Radio Station, Diphu in Karbi Anglong District of Assam;

(b) whether the Government propose to upgrade the Diphu AIR station to cover more area of Karbi Anglong district;

(c) if so, the details thereof; and

(d) if not, the steps Government propose to take to cover Karbi Anglong district with programmes in Karbi language through AIR?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Radio coverage of Karbi Anglong district by AIR Station Diphu is 10% by area.

(b) No, Sir.

(c) Does not arise.

(d) The power of the 50 KW MW Transmitter at Guwahati, which also relays programmes in Karbi language and covers parts of Karbi Anglong district, is being upgraded to 100 KW to provide more coverage.

National Nutrition Policy

1796. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the year of the adoption of the National Nutrition Policy;

(b) whether any review has since been made on the implementation of this policy;

(c) if so, the progress in this regard during the last three years, State-wise; and

(d) the steps taken for its effective implementation?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) 1993.

(b) The implementation of the Policy is reviewed from time to time.

(c) The State Nutrition Councils under the chairmanship of Chief Ministers and Interdepartmental Coordination Committees under the chairmanship of Chief Secretaries to operationalise multisectoral strategy of Nutrition Policy have been constituted in Andhra Pradesh, Arunachal Pradesh, Assam, Meghalaya, Rajasthan, Tripura and West Bengal.

The Governments of Gujarat and Tamil Nadu have formulated their State Nutrition Policy.

(d) Efforts have been made to integrate nutritional concerns in sectoral programmes with a view to maximise their nutritional outcomes. A National Plan of Action on Nutrition to serve as a guideline for concerned sectors has been formulated. The Task Force on Micro nutrients (Vitamin A and Iron) was constituted and the report widely circulated at Central, State and District level. District Nutrition Profiles of 18 States/UTs and a Nutrition Surveillance System have been developed. Nutrition Education Activities have been intensified. The food and Nutrition Council under the chairmanship of HRM has been constituted to give focus and added thrust to the implementation of the Nutrition Policy.

Setting up of a Joint Research Station

1797. SHRI R. SAMBASIVA RAO : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) the extent to which India and France have agreed to discuss matter of sustainable mutual collaboration in research;

(b) whether India and France have signed a Memorandum of Understanding for setting up of joint research station at Hyderabad; and

(c) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a)

Research collaboration between India and France is mainly being accomplished through the Indo-French Centre for the Promotion of Advanced Research, which has been in operation at New Delhi since 1987 and is funded jointly by the two Governments. The Centre supports collaborative research programmes, related workshops and seminars etc.

The Centre has a Scientific Council having 4 members from each side which meets twice a year and discusses the matters related to research collaboration between the two countries, determines the priority areas of research, evaluates the joint research project proposals, reviews the activities of the ongoing projects, recommends the areas for joint workshops, seminars/symposia etc. So far 164 projects have been recommended by the Scientific Council in the areas of pure and applied mathematics, theoretical computer science, cellular and molecular biology, medical sciences, chemistry of natural products, catalysis, liquid interface science, materials science, environmental and ecological sciences, astrophysics and radio astronomy, geophysics and geosphere, remote sensing, semiconductor physics, theoretical physics, optoelectronics, microelectronics and separation science & technology. Out of these 71 projects have been completed.

In addition, the Council of Scientific and Industrial Research (CSIR) and French National Centre for Scientific Research (CNRS) have concluded a cooperation arrangement in April, 1997, and a Letter of Intent for Cooperation in Biotechnology has been signed in January, 1998 between Department of Biotechnology (DBT) and CNRS.

(b) and (c) No, Sir.

Telephone Exchanges in Bardhaman

1798. SHRI MAHBOOB ZAHEDI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the capacity of telephone exchanges at present functioning in the district of Bardhaman, West Bengal, exchange-wise;

(b) whether any steps have been taken to set up new exchanges or extend the capacities thereof; and

(c) if so, the details thereof, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) The details are given in Statement-I.

(b) and (c) Yes, Sir.

The details are given in Statement-II & III respectively.

Statement-I*Capacity of Telephone Exchanges functioning in District Bardhaman (as on 31.3.1998)*

Sl.No.	Name of Exchange	Equipped Capacity
1	2	3
1.	Agradwip	192
2.	Amarun	184
3.	Andal	1000
4.	Anguno	152
5.	Asansol	12000
6.	Ausgram	152
7.	Bad'a	306
8.	Bagura	368
9.	Bahula	1000
10.	Baidyapur	208
11.	Balgona	152
12.	Bankati	152
13.	Barakar	3000
14.	Bardighi	152
15.	Banachity (DGP)	2000
16.	Bhatar	336
17.	Bhedia	184
18.	Bijur	152
19.	Bonpas	184

1	2	3
20.	Borsul	336
21.	Budbud	368
22.	Bulbulitala	184
23.	Burdwan	11248
24.	Burnpur	3000
25.	Chakdighi	152
26.	Chandrapur	152
27.	Chinchuria	88
28.	Chittaranjan	3000
29.	Chotkhand	152
30.	Chupi	152
31.	Churpuni	184
32.	Churulia	152
33.	Dainhat	336
34.	Devipur	336
35.	Dhatrigram	336
36.	Dignagar (1)	184
37.	Domohani	184
38.	Durgapur (B)	3000
39.	Durgapur (CC)	4000
40.	Durgapur (1)	5000
41.	Durgapur (s)	7000
42.	Galsi	336
43.	Gangatikuri	152

1	2	3	1	2	3
44.	Gangpur	304	68.	Madhyamgram	160
45.	Gopalmath	168	69.	Mankar	152
46.	Gopalpur	168	70.	Manteswar	352
47.	Guskara	1000	71.	Memari	1400
48.	Hatgobindapur	336	72.	Mondalgram	152
49.	Jamalpur	312	73.	Nabagram (1)	304
50.	Jamuriahat	1000	74.	Nadanghat	152
51.	Jaugram	184	75.	Neamatpur	2000
52.	Jhanjra	1000	76.	Nutanadaga	392
53.	Kaichar	152	77.	Nutanhat	184
54.	Jajora	416	78.	Orgram	152
55.	Kalna	1400	79.	Palsit	168
56.	Kamarpara	184	80.	Panagrah Bazar	2000
57.	Kandra	160	81.	Panehanantala	336
58.	Karalaghat	184	82.	Pandaveswar	1000
59.	Kasemnagar	336	83.	Panuria	184
60.	Katwa	3000	84.	Paraj	336
61.	Ketugra	152	85.	Parulia	336
62.	Keuguri	152	86.	Patuli	304
63.	Khandoghosh	152	87.	Raina	168
64.	Khudrun	152	88.	Rajbandh	184
65.	Kuchut	152	89.	Ramgopalpur	192
66.	Kulti	1000	90.	Ramnagar	304
67.	Kurmun	152	91.	Raniganj	4000

1	2	3
92.	Rasulpur-II	336
93.	Rupnarayanpur-I	1000
94.	Sahebganj	152
95.	Saktigarh	336
96.	Samudragarh	312
97.	Satgachhia	1000
98.	Seharabazar	1000
99.	Shyamsundar	304
100.	Simlon	192
101.	Singee	160
102.	Srihanda	184
103.	Ukhra	1000

Statement-II

New Telephone exchanges proposed to be opened during 1998-99 in the District of Bardhaman

Sl.No.	Name of exchange	Type	Exchange Capacity
1	2	3	4
1.	Atpara	C-DOT 512	360
2.	Barabeloon	C-DOT 256	152
3.	Bhiringi	OCB RSU	3000
4.	Burdwan CXL	CRSU	2000
5.	Chanduli	C-DOT 256	152
6.	Debpur	-do-	152

1	2	3	4
7.	Haldi	C-DOT 256	152
8.	Hatbele	-do-	152
9.	Haligram	-do-	152
10.	Karuikaitan	-do-	152
11.	Kumarpur	OCB	6000
12.	Madhabdihi	C-DOT 256	152
13.	Mona	-do-	152
14.	Nutu	-do-	152
15.	Randiha	-do-	152
16.	Rautgram	-do-	152
17.	Sahajpur	-do-	152
18.	Uchalan	-do-	152

Statement-III

Name of the Exchanges proposed to be expanded during 1998-99 in the District Burdwan (Bardhaman)

Sl.No.	Name of exchange	Type of Exchange	Expansion in Lines
1	2	3	4
1.	Agradwip	C256×2	192-344
2.	Amarun	C256×2	184-336
3.	Anguno	C256×2	152-304
4.	Asansol	E 10B	12000—13000
5.	Bahula	E 10R	1000—1500
6.	Baidyapur	C256×2	208—260

1	2	3	4	1	2	3	4
7.	Balgona	C256×2	152-304	28.	Kamarpara	C256×2	184-336
8.	Bankati	C256×2	152-304	29.	Katwa	MBM	3000-3500
9.	Bardighi	C256×2	152-304	30.	Ketugram	C256×2	152-304
10.	Bhedia	C256×2	184-336	31.	Khandaghosh	C256×2	152-304
11.	Bidhannagar	OCBR	3000-4000	32.	Khudrun	C256×2	152-304
12.	Bonpas	C256×2	184-336	33.	Kuchut	C256×2	152-304
13.	Bulbulitala	C256×2	184-336	34.	Kulti	E 10R	1000-1500
14.	Burdwan	MBM	11248-13248	35.	Madhyamgram	C256×2	160-312
15.	Burnpur	E 10R	3000-4000	36.	Mankar	C256×2	152-304
16.	Chakdighi	C256×2	152-304	37.	Nadanghat	C256×2	152-304
17.	Chinchuria	C256	88-152	38.	Neamatpur	E 10R	2000-3000
18.	Churpuni	C256×2	184-336	39.	Nutanhat	C256×2	184-336
19.	Dignagar (1)	C256×2	184-336	40.	Palsit	C256×2	168-320
20.	Domohani	C256×2	184-336	41.	Panuria	C256×2	184-336
21.	Durgapur (I)	OCB	5000-6000	42.	Raina	C256×2	168-320
22.	Gangatikuri	C256×2	152-304	43.	Rajbandh	C256×2	184-336
23.	Gopalmath	C256×2	168-320	44.	Ramgopalpur	C256×2	192-344
24.	Gopalpur	C256×2	168-320	45.	Sahebganj	C256×2	152-304
25.	Jamuriahat	E 10R	1000-1500	46.	Simlon	C256×2	192-344
26.	Jaugram	C256×2	184-336	47.	Ukhra	E 10R	1000-1500
27.	Kaichar	C256×2	152-304				

Members in MRTPC

1799. SHRI MOHAN RAWALE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the total number of judicial members and the non-judicial members at present in the Monopolies and Restrictive Trade Practices Commission;

(b) the reasons for the appointment of the non-judicial members in excess to that of judicial members; and

(c) the steps being taken or proposed to be taken to ensure that the number of non-judicial members in the Monopolies and Restrictive Trade Practices Commission does not exceed the number that of judicial members?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) The appointment of Members in the Monopolies and Restrictive Trade Practices Commission is made in accordance with the provisions of section 5(2) of the MRTP Act, 1969. The said Act does not classify the members as Judicial or Non-Judicial.

The Chairman, as per section 5 of the said Act, is or has been or is qualified to be a judge of the Supreme Court or of a High Court.

There are one Chairman and five Members at present in the Monopolies and Restrictive Trade Practices Commission.

(b) Does not arise.

(c) Does not arise.

Emission of Greenhouse Gases

1800. SHRI C.D. GAMIT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have conducted any study of the environmental threat caused by emission of greenhouse gases in India;

(b) if so, the details of the study made and the agency which had undertaken the study; and

(c) the steps being contemplated to combat this growing menace?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL

MARANDI) : (a) Under a Technical Assistance Project from the Asian Development Bank, the Government has completed in 1994 a study entitled "CLIMATE CHANGE IN ASIA : India Country Report" wherein analysis of vulnerability to climatic and weather related events, the potential impacts of Climate Change and preliminary estimates of national greenhouse gas emission have been worked out.

(b) In this study, scientists and experts from various research institutions and universities such as National Physical Laboratory, New Delhi, Indian Agricultural Research Institute, New Delhi; Indian Institute of Science, Bangalore; Jawaharlal Nehru University, New Delhi; Tara Energy Research Institute, New Delhi; Indira Gandhi Institute of Developmental Research, Bombay; Management Services Group, New Delhi had participated. The study has shown that India's part and present carbon dioxide emissions are not significant. Further, the methane emissions from paddy fields in India is in the range of 2.5-6.0 terra grams per year as against 37.8 terra grams per year projected in other studies from the developed countries.

(c) The Government is aware of the problem. India is a Party to the United Nations Framework Convention on Climate Change whose objective is to achieve stabilization of greenhouse gas concentrations in the atmosphere at a level which would not harm the global climate system. As per the existing obligations under this treaty, India is not required to adopt any national greenhouse gas reduction targets. Notwithstanding this, several measures have been adopted to promote efficient utilisation of fossil fuels, use of renewable energy technologies, abatement of pollution, conservation of forests etc. Besides, a framework of legislative and policy measures are in place which would help in minimising the causes of climate change.

[*Translation*]

Scientific Instruments in Schools/Colleges

1801. SHRI SUSHIL CHANDRA VARMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Union Government have ascertained that scientific instruments are not available in adequate numbers in higher secondary schools and in various colleges;

(b) if so, whether any enquiry or study has been conducted in this regard;

(c) if so, the details thereof;

(d) whether the Government propose to ensure the availability of various scientific instruments in adequate numbers in higher secondary schools and colleges; and

(e) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (e) Some Boards like Central Board of Secondary Education (CBSE) have made it a mandatory condition that for the affiliation/renewal of affiliation, the laboratories in the schools should be fully equipped as per the requirements of the syllabi, which continue to change from time to time. However, under the Centrally Sponsored Scheme, "Improvement of Science Education in Schools", States/Union Territories are inter-alia assisted for upgradation and strengthening of science laboratories in Secondary/Senior Secondary Schools. Colleges are established and managed by the State Governments/Private Managements. It is, therefore, the responsibility of the concerned State Governments/Private Managements to ensure that adequate number of scientific equipments are available in the colleges established by them.

[English]

AIR Station in Ernakulam, Kerala

1802. SHRI A.C. JOS : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Union Government have any proposal to convert the present local radio station functioning in Ernakulam district Kerala to the status of a regional station with full-fledged news unit;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) (a) No, Sir.

(b) Does not arise.

(c) Two regional news units are already functioning at Kozhikode and Thiruvananthapuram in Kerala, which cover all important news emanating from Kerala.

Pollution at Religious Places

1803. SHRI RAMPAL UPADHYAY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government are working on some scheme to preserve the environment and check pollution at religious places of national importance;

(b) if so, the details thereof; and

(c) the progress of the work undertaken to check pollution at such places in Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) There is no Centrally sponsored scheme specifically for preserving environment and checking pollution at religious places, but the Government have formulated a National River Conservation Plan (NRCP) for restoration of river water quality as an extension of Ganga Action Plan (GAP). Under this scheme, major towns located on the banks of rivers have been taken up for control of pollution including some prominent religious places like Varanasi, Allahabad, Rishikesh, Haridwar, Ujjain, Nasik etc.

(c) No Centrally sponsored scheme for checking pollution at any religious place in Rajasthan has been taken up.

[Translation]

Grant for Educational Centres

1804. SHRI CHINMAYANAND SWAMI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government provide grant to the voluntary organisations running educational centres in tribal, forest and dalit areas;

(b) if so, the number of voluntary organisations which were provided grants and the amount allocated to them during the last three years; and

(c) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The Government provides grants to voluntary organisations for running education centres under various Centrally Sponsored Schemes in various States/Union Territories which includes running educational centres in tribal, forest and dalit areas. The details of grants of Rupees one lakh and above are generally contained in the Annual Report of Department of Education which are circulated to the Hon'ble Members of Parliament and also placed in Parliament Library.

*[English]***Postal Services in J&K**

1805. PROF. CHAMAN LAL GUPTA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have any phased programme to modernise the postal services in Jammu and Kashmir;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) The Department of Posts has formulated a phased programme for modernisation of postal services in the country under the Annual Plan 1998-99 and in the Ninth Plan proposal (1997-2002). Postal Circle-wise targets are fixed under different Plan programmes, on the basis of proposals received from the Circles. In 1998-99, in Jammu and Kashmir Postal Circle, which has jurisdiction over the entire State of Jammu and Kashmir, the following programmes to modernise postal services have been identified:

1. Modernisation of 2 post offices.
2. Installation of 10 Multi Purpose Counter Machines for counter operations.
3. Installation of 1 Local Area Network for Savings Bank work.
4. Computerisation of registration sorting work in one Railway Mail Service Office.

(c) Does not arise.

*[Translation]***Grants to Voluntary Organisations**

1806. SHRI CHHATTRA PAL SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of projects for which voluntary organisations were provided grants by the Central Social Welfare Advisory Board during the last two years;

(b) the norms for sanctioning grants;

(c) the list of voluntary organisations and projects provided grants, State-wise;

(d) whether the Government sanctioned grants to voluntary organisations of certain States without the recommendations of the State Social Welfare Advisory Board;

(e) if so, the details thereof;

(f) whether the proposals of voluntary organisations of Uttar Pradesh seeking grants were rejected; and

(g) if so, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) The names of the projects/schemes for which voluntary organisations were provided grants by the Central Social Welfare Board during the last two years are as follows :

- (i) Creches for the children of working and ailing mothers;
- (ii) Condensed Courses of Education for Adult Women;
- (iii) Vocational Training for Women;
- (iv) Family Counselling Centres;
- (v) Hostels for Working Women;
- (vi) Day Care Centres for Children of Prostitutes;
- (vii) Awareness Generation Projects;
- (viii) Legal Literacy Programme.

(b) The norms generally followed by the Central Social Welfare Board for sanction of grants to Voluntary Organisations under various schemes are :

- (i) The Organisation should be registered under an appropriate Act or be a regularly constituted branch of a registered welfare organisation.
- (ii) The organisation should have completed a period of two years since registered (three years in the case of grant under the Family Counselling Centres programme). This condition can be relaxed in special case of NGOs working in tribal, hilly or remote areas.
- (iii) It should have facilities, skill and experience to complement the activity for which the grant is required.

(iv) It should have a good management and be financially sound, with a capacity for successful implementation of the scheme. The members of the Managing Committee should not be members of the same family.

(v) It should be open to all citizen of India without any distinction of religion, race, caste or language.

(c) Information is being collected.

(d) and (e) Yes, Sir. Under the schemes of Department of Women and Child Development which are not implemented by CSWB, the recommendations of the State Social Welfare Advisory Board is not required. These are normally considered on the recommendations of the concerned State Government except in the case of NGOs of All India Level.

In the case of Central Social Welfare Board, it has sanctioned grants to NGOs without the recommendations of the State Social Welfare Advisory Boards in various cases. In such cases, recommendations may be received from the State Governments, Women Development Corporations and District Collectors. In case of well known organisations at national level, like All India Women Conference, Young Women Christian Association etc. the CSWB has sanctioned grants on the basis of assessment made by it. In some cases, officers of the CSWB also appraise proposals directly for sanction. There are no rules or instructions which compel the CSWB to act only on the basis of recommendations received from the State Boards.

(f) and (g) Yes, Sir. Some proposals of voluntary organisations of Uttar Pradesh seeking grants from the Central Social Welfare Board were rejected and the reasons for rejection of proposals can be categorised as follows :

- (i) Ineligibility as per norms for sanction of grant.
- (ii) Default in other programmes of the Central Social Welfare Board e.g. non-payment of dairy loans, non-implementation or unsatisfactory performance in other sanctioned programmes etc.
- (iii) Blacklisting of institution by Central Social Welfare Board or other Government organisations/Departments e.g. CAPART, Department of Education, Ministry of Welfare, Ministry of Health and Family Welfare etc.

(iv) Adverse reports received against applicant institutions from inspecting agencies and officers, which indicate non-existence of institution/inadequate capacity/poor financial position/lack of experience etc.

[English]

Revision of Power Tariff

1807. SHRI AJAY CHAKRABORTY :
SHRI G. GANGA REDDY :

Will the Minister of POWER be pleased to state :

(a) whether the Government have directed the State Governments to make upward revision of power tariff to realise the generation costs so that Boards are able to make profit and achieve the statutory three per cent rate of return;

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

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) The Government has impressed upon the States, the need to rationalise tariffs in order that the statutory returns are made by Boards.

(b) Most of the State Governments have initiated steps to rationalise power tariffs as suggested by Government of India.

"Vardharajan Committee"

1808. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Vardharajan Committee has submitted its report;

(b) if so, the details of the recommendations made therein;

(c) whether any industry in the south and south-east directions of Taj Mahal can be established/run, if it does not work with the aid of coal/coke; and

(d) if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Use, Sir. The recommendations made in the report included the following :

- Establishment of a new railway station outside of Agra city to handle goods traffic;

- A urban railway system for commuters so that use of buses and two and three wheelers in central areas can be reduced;
 - Development of new habitat south/south-east of the Taj Mahal with incentives for movement of offices/residences, industry;
 - Restrictions on high rise buildings within 10 km. of the Taj Mahal so that decongestion could be effected;
 - General sensitisation of tourists and promoters of tourism to the need for restraint in energy usage in the vicinity of the Taj Mahal and other monuments;
 - Establishment of a greater Agra Development Authority to cover wider area and to effect several long term measures;
 - Establishment of air monitoring stations in Agra industrial areas and public display by electronic boards giving information on air quality;
 - Removal of all HSD usage in locomotives in Agra areas within 24 months. Possible conversion of diesel locomotives to electrical power ones;
 - Provision of increased funds, facilities, and special staff in Archaeological Survey of India to ensure complete conservation in Agra monuments;
 - Gradual decongestion of Taj Ganj and restrictions on use of solid fuels, solid waste;
 - Consider shifting of cremation ground at a further distance away from the Taj Mahal;
 - Restriction on opening of new petrol pumps or LPG distribution in the vicinity of monuments to avoid fire or explosion;
 - Publication of Annual Report on atmospheric quality and on the state of monuments (with suitable suggestions for improvements) by a duly constituted high level authority;
 - Increase in green cover, especially tree plantations, gardens, orchards in and around all monuments to act as filter and protection;
 - Provision of electrically powered automobiles in an area around Taj Mahal and compulsory replacement of petroleum oil based vehicles. Use of CNG based vehicles in the area. Such area should be extended from time to time so that clean energy is maximised;
 - Observance of abundant precautions with regard to increasing any possible loads on monuments through lighting, illumination, abnormal increase in visitors, especially into unventilated spaces;
 - Erection of minimum clear unoccupied open spaces around those declared as sensitive areas and heritage sites;
 - Establishment of meteorological observatories and air quality monitoring stations in Agra-Mathura-Ferozabad to compile meteorological and air quality data within India Meteorological Department. Strengthening of the scientific divisions for survey and analysis. Acquisition of software and augmentation of personnel for modelling to meet increasing demands for environmental impact assessment;
 - Establishment and support of Departments and Divisions in Universities, Technological Institutes, National Laboratories for expertise development of human resource and facilities in environmental observations analysis, technique and predictions by autonomous, independent peer group. Support may be provided through Ministry of Environment & Forests and Ministry of Science & Technology;
 - Review of current legal framework and additional measures and powers to effectively protect and preserve cultural heritage while promoting economic growth.
- (c) Establishment of non-polluting new units not using coal/coke could be considered subject to the existing rules and regulations of the State and Central Government and directions issued by the Hon'ble Supreme Court from time to time.
- (d) Does not arise.

Hydel Power Project

1809. SHRI PRABHASH CHANDRA TIWARI :
SHRI T. GOVINDAN :
SHRI MOHAN RAWALE :

Will the Minister of POWER be pleased to state :

(a) whether the Government propose to set up some hydel power projects in the country, State-wise;

(b) if so, the details thereof;

(c) the details of resources and technology to be mobilised for these projects;

(d) the details of foreign assistance sought for these projects, State-wise;

(e) the present status of each project;

(f) the installed hydel and thermal power generation capacity and the actual generation at the National level; and

(g) the average increase in the percentage of cost of production in this sector?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (g) The information is being collected and will be laid on the Table of the House.

Recurrence of Tornadoes

1810. SHRI AJOY MUKHOPADHYAY : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether the recurrence of tornadoes within two years in the subcontinent in West Bengal and Bangladesh merits special attention of the Government;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) The Government are aware of the weather phenomena resulting in occurrence of tornadoes in the North-Eastern parts of the country including the State of West Bengal.

(b) The North-Eastern parts of the country including the State of West Bengal are vulnerable to experience violent thunderstorms during April and May each year known as "Norwester" and locally termed as "Kabaisakhis". They are basically thundersqualls and are short lived phenomena. Whenever a thundersquall becomes more intense and organised it assumes characteristics of a tornado which has a great damage potential. Since tornado is a sudden local development which takes place in a short span of about an hour, area-specific and time-specific warning and forecast of its

occurrence is not possible. However, general warning is always issued at least 24 hours in advance about the occurrence of "Norwester". For enhancing the forecasting capability of such phenomena the Government are planning to replace existing radars at Calcutta and Paradip by latest state-of-the-art technology "Doppler Radar" during the Ninth Plan period.

(c) Does not arise.

[Translation]

Legal Aid to the Poor

1811. SHRI MAHESH KANODIA :
SHRI RAMPAL SINGH :
SHRI ANAND RATNA MAURYA :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government have formulated any scheme to provide free legal aid to the economically backward people in the country;

(b) if so, the details thereof; and

(c) the time by which this scheme is likely to be implemented?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) and (b) The Legal Services Authorities Act, 1987 contains a scheme to provide free legal aid to the weaker sections of the society; including economically backward people. Every person who has to file or defend a case shall be entitled to legal services under this Act if that person is—

(a) a member of a Scheduled Caste or Scheduled Tribe;

(b) A victim of trafficking in human beings or begar as referred to in Article 23 of the Constitution;

(c) a woman or a child;

(d) a mentally ill or otherwise disabled person;

(e) a person under circumstances of undeserved want such as being a victim of a mass disaster, ethnic violence, caste atrocity, flood, drought, earthquake or industrial disaster; or

(f) an industrial workman; or

- (g) in custody, including custody in a protective home within the meaning of clause (g) of Section 2 of the Immoral Traffic (Prevention) Act, 1956, or in a juvenile home within the meaning of clause (j) of section 2 of the Juvenile Justice Act, 1986 or in a psychiatric hospital or psychiatric nursing home within the meaning of clause (g) of Section 2 of the mental Health Act, 1987; or
- (h) in receipt of annual income less than rupees nine thousand or such other higher amount as may be prescribed by the State Government, if the case is before a court other than the Supreme Court, and less than rupees twelve thousand or such other higher amount as may be prescribed by the Central Government, if the case is before the Supreme Court.

(c) Does not arise.

[English]

Development of Forests in Karnataka

1812. SHRI A. VENKATESH NAIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of proposals for external aid for the improvement of environment and development of forests sent by the Government of Karnataka to the Union Government during the Eighth Plan;

(b) the proposals sanctioned out of them till date; and

(c) the status of remaining proposals?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABULAL MARANDI) : (a) to (c) The Government of Karnataka has sent the following proposals during the 8th Plan which are currently under implementation in the state :—

1. Western Ghats Forestry and Environment Project aided by DFID, U.K. (previously known as O.D.A. U.K.) since 1992-93 for a period of six years with an outlay of Rs. 84.20 crores.
2. Eastern Karnataka Afforestation Project aided by OECF, Japan since 1996-97 for a period of 5 years with an outlay of Rs. 565.54 crores.

3. Environmental Master plan Study in South Kanara District aided by Denmark since 1993 for a period of 5 years with an outlay of Rs. 12 crores.
4. Environmental Training Institute in Karnataka aided by Denmark since 1995 for a period of 3 years with an outlay of DM 9.961 million.
5. The India Eco-Development Project implemented by Govt. of India with World Bank assistance includes seven sites for conservation of biodiversity, one of these sites is at Nagerhole National Park in Karnataka.
6. Industrial Pollution Prevention Project with World Bank assistance implemented by Government of India includes the strengthening of the Karnataka State Pollution Control Board.

[Translation]

Telecom Facilities in Bihar

1813. SHRI RAGHUVANSH PRASAD SINGH : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether S.T.D. lines in Sahebganj, Deoria and Lalganj under Mujaffarpur region in Bihar are working in order;

(b) if not, the reasons therefor;

(c) the time by which these are likely to be in the working order;

(d) whether the Government are aware that due to acute shortage of equipments, the work of expansion and opening of telephone exchanges has been stagnated in the State;

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

(f) whether direct local call facility has also been withdrawn from Lalganj to Hajipur and Patna; and

(g) if so, the reasons therefor and the action taken or proposed by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes Sir. The STD lines are generally working satisfactorily;

(b) Not applicable in view of reply to para (a) above;

The district-wise growth of DELs for the last 2 years is given in the enclosed statement.

(c) Not applicable in view of reply to para (a) above;

(f) No, Sir. The service was interrupted due to fault;

(d) and (e) The Government is aware of the Telecom needs of Bihar and adequate quantity of equipment is being provided to meet the requirement of annual plans.

(g) The service was interrupted due to frequent failure of overhead system. The system has been removed and the service has been restored on reliable medium.

Statement

Name of SSA	DELs Growth Profile Status				
	DELs on 31.03.96	DELs on 31.03.97	DELs on 31.03.98	% Growth In 1996-97	% Growth In 1997-98
1	2	3	4	5	6
Arrah	5316	6621	9120	24.55	37.74
Bhagalpur	8611	11801	14894	37.05	29.21
Chapra	9134	11098	14107	21.5	27.11
Dallonganj	3442	4086	5203	18.71	27.33
Darbhanga	19117	23486	31205	22.85	32.87
Dhanbad	20532	28460	32701	28.87	23.58
Dumka	6453	9270	10098	28.29	29.22
Gaya	14881	17459	20678	17.32	18.44
Hazaribagh	11604	13724	14958	18.27	8.99
Jamshedpur	20821	26512	34545	27.93	30.3
Katihar	10057	12682	16471	26.1	29.87
Motihari	9856	11710	14084	18.81	20.27
Mungher	5374	6593	8166	22.68	23.83
Muzaffarpur	19430	22547	27165	18.04	20.48

1	2	3	4	5	6
Patna	70264	76270	83927	8.55	10.04
Ranchi	34108	39208	43183	14.95	10.14
Saharsa	6096	7385	8970	21.14	21.48
Sasaram	5335	6878	9018	28.92	31.11
Bihar Circle	280431	332799	399093	18.07	19.92

Public Telephone Booths in Mumbai

1814. SHRI RAMDAS ATHAWALE : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of public telephone booths working in Mumbai as on date;

(b) whether these booths are not functioning properly and satisfactorily;

(c) if so, the details thereof;

(d) the number of public telephone booths closed in Mumbai during the last three years;

(e) if amount of loss suffered on this account; and

(f) the steps taken or proposed to be taken by the Government for the smooth functioning of public telephone booths in Mumbai particularly at I.S.B.T./Railway Stations?

THE MINISTER OF STATE IN THE MINISTER OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (f) The information is being collected and will be laid on the Table of the House as soon as possible.

[English]

Residence of Mirza Ghalib

1815. SHRI VIJAY GOEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to convert the residence of Mirza Ghalib into a National monument;

(b) whether Delhi High Court has issued any orders in this regard; and

(c) the action taken/being taken by the Government in the matter?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The Delhi High Court had directed that the Archaeological Survey of India may consider declaring the residence of Mirza Ghalib as a national protected monument. The matter has been examined and in view of the large-scale changes in the original character of the building, it has not been found suitable for being declared as a national protected monument.

Pollution in Major Rivers

1816. SHRI TATHAGATA SATPATHY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the major rivers in Orissa and other States which are Polluted;

(b) the causes of the pollution of these rivers;

(c) whether the water of Brahamani river in Orissa is getting polluted by some major industries; and

(d) the steps taken to clean the water of the major rivers including the water of Brahamani river in Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Brahamani & Mahanadi are the major rivers polluted in Orissa. The other major polluted rivers in the country are given below :

1. Ganga
2. Yamuna
3. Gomti
4. Subamarekha

- | | |
|---------------|---------------|
| 5. Godavari | 6. Sabarmati |
| 7. Damodar | 8. Tungbhadra |
| 9. Cauvery | 10. Krishna |
| 11. Khan | 12. Kshipra |
| 13. Chambal | 14. Tapti |
| 15. Betwa | 16. Narmada |
| 17. Wainganga | 18. Satluj |
| 19. Tunga | 20. Bhadra |

(b) The main causes of pollution of these rivers are the discharge of untreated municipal waste from the towns located on their banks and that of effluents from industries.

(c) A total of 9 grossly polluting industries have been identified which are reported to be polluting the river Brahmani.

(d) Pollution abatement works relating to the discharge of municipal sewage into the major rivers have been approved for 156 towns along 22 rivers in 14 States. These include Talcher, Dharamsala and Chandbali along Brahmani in Orissa. The type of works to be covered are Interception & Diversion of municipal sewage, Construction of Sewage Treatment Plants, Low Cost Toilets, Improved Wood Crematoria, Bathing Ghats, Works of Afforestation and Public Participation etc. These works are yet to begin in Orissa towns as project proposals according to the Govt. guidelines have not been received so far. Action has been initiated against the defaulting grossly polluting industries. In Orissa, the action covers closure of one unit, initiation of action for closure of another 4 units and grant of extension to one unit for setting up the requisite effluent treatment plant.

Computerised Trunk Exchanges in West Bengal

1817. SHRI AMAR ROY PRADHAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of computerised trunk exchanges functioning in West Bengal, location-wise;

(b) the number of said exchanges proposed to be started in the State during 1998-99;

(c) whether the Government propose to start remote line exchanges;

(d) if so, the details thereof, location-wise; and

(e) the details of telephone exchanges expanded during 1997-98 and proposed to be expanded during 1998-99?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Nil.

(b) Number of computerised Trunk Manual Exchanges proposed to be started during 1998-99 are as follows :—

Siliguri—1 No.

Kharagpur—1 No.

Malda—1 No.

Calcutta—1 No.

(c) Yes, Sir.

(d) Location-wise commissioning programme is not yet finalised.

(e) Details of Telephone Exchanges expanded during 1997-98 are as per Statement-I. The details of Telephone Exchanges of smaller capacities proposed to be expanded during 1998-99 are as per Statement-II. Location-wise detailed commissioning programme for larger capacity Telephone Exchanges is not yet finalised.

Statement-I

*Name of the Exchanges expanded during 1997-98
(For West Bengal Circle, Excluding Calcutta)*

Sr.No	Name of Exchange	Name of District	Type of Exchange	Expansion in Lines
1	2	3	4	5
1.	Bankura	Bankura	CDOT MBM	1650—5450
2.	Beliatore	Bankura	CDOT 256x2	184—336

1	2	3	4	5
3.	Indus	Bankura	CDOT 256P	88—152
4.	Jhantipahari	Bankura	CDOT 256P×2	184—336
5.	Joypur	Bankura	CDOT 256P	88—164
6.	Kamalpur	Bankura	CDOT 256P	88—152
7.	Kenjakura	Bankura	CDOT 256P	88—152
8.	Maliara	Bankura	CDOT 256P	88—152
9.	Mukutmanipur	Bankura	CDOT 256P	88—152
10.	Onda	Bankura	CDOT 256P×2	184—336
11.	Radhanagar	Bankura	CDOT 256P	88—152
12.	Ranibandh	Bankura	CDOT 256P	88—152
13.	Saldiha	Bankura	CDOT 256P	88—152
14.	Sarenga	Bankura	CDOT 256P	88—152
15.	Ahmedpur	Birbhum	CDOT 256P×2	184—336
16.	Bolpur	Birbhum	CDOT MBM	3000—3500
17.	Illumbazar	Birbhum	CDOT 256P×2	152—304
18.	Labpur	Birbhum	CDOT 256P×2	184—336
19.	Lohapur	Birbhum	CDOT 256P	88—152
20.	Margram	Birbhum	CDOT 256P	88—184
21.	Rampurhat	Birbhum	CDOT SBM	1000—1680
22.	Suri	Birbhum	CDOT RSU	1400—3488
23.	Asansol	Burdwan	E10B	11000—12000

1	2	3	4	5
24.	Benachitti	Burdwan	OCBR	1000—2000
25.	Bhatar	Burdwan	CDOT 256P×2	184—336
26.	Bidhannagar	Burdwan	OCBR	2000—3000
27.	Burdwan	Burdwan	CDOT MBM	7752—11252
28.	Burnpur	Burdwan	E10R	2000—3000
29.	Chakdighi	Burdwan	CDOT 256P	88—152
30.	Chandrapur	Burdwan	CDOT 256P	88—152
31.	Chittaranjan	Burdwan	E10R	2000—3000
32.	Dainhat	Burdwan	CDOT 256P×2	184—336
33.	Debipur	Burdwan	CDOT 256P×2	184—336
34.	Durgapur (CC)	Burdwan	OCBR	3000—4000
35.	Durgapur (I)	Burdwan	OCBR	4000—5000
36.	Durgapur (S)	Burdwan	OCBR	5000—7000
37.	Gangatikuri	Burdwan	CDOT 256P	88—152
38.	Gangpur	Burdwan	CDOT 256P×2	152—304
39.	Gupalpur	Burdwan	CDOT 256P2	152—168
40.	Jhanjra	Burdwan	CDOT 256P×2	400—1000
41.	Kajora	Burdwan	CDOT 256P×2	304—416
42.	Kasemnagar	Burdwan	CDOT 256P×2	184—336
43.	Kuchut	Burdwan	CDOT 256P	88—152
44.	Kurmun	Burdwan	CDOT 256P	88—152

1	2	3	4	5
45.	Mandolgram	Burdwan	CDOT 256P	88—152
46.	Nabagram-I	Burdwan	CDOT 256P×2	152—304
47.	Nadanghat	Burdwan	CDOT 256P	88—152
48.	Nutandanga	Burdwan	CDOT 256P	152—392
49.	Panagar Bazar	Burdwan	OCBR	1000—2000
50.	Parulia	Burdwan	CDOT 256P×2	184—336
51.	Patuii	Burdwan	CDOT 256P×2	88—304
52.	Rajbandh	Burdwan	CDOT 256P	152—184
53.	Ramnagar	Burdwan	CDOT 256P×2	196—304
54.	Sahebganj	Burdwan	CDOT 256P	88—152
55.	Shyamsundr	Burdwan	CDOT 256P×2	184—304
56.	Pundibari	Coochbehar	CDOT 256P	184—304
57.	Balurghat	Daksn. Dinajpur	CDOT MBM	1400—3600
58.	Gangarampur	Daksn. Dinajpur	CDOT SBM	960—1360
59.	Harirampur	Daksn. Dinapur	CDOT 256P	88—152
60.	Patiram	Daksn. Dinajpur	CDOT 256P	184—336
61.	Rampur	Daksn. Dinajpur	CDOT 256P	88—152
62.	Tapan	Daksn. Dinajpur	CDOT 256P×2	184—304
63.	Trimohini	Daksn. Dinajpur	CDOT 256P×2	184—336
64.	Bidhannagar	Darjeeling	CDOT 256P×2	184—336
65.	Darjeeling	Darjeeling	CDOT MBM	3768—4268

1	2	3	4	5
66.	Garidura	Darjeeling	CDOT 256P	88—152
67.	Kalimpong	Darjeeling	CDOT MBM	2500—3000
68.	Khaprail	Darjeeling	CDOT 256P	88—152
69.	Kurseong	Darjeeling	CDOT 256P	1000—1150
70.	Lebong	Darjeeling	CDOT 256P	152—184
71.	Nargrispur	Darjeeling	CDOT 256P	88—152
72.	Pedong	Darjeeling	CDOT 256P	88—152
73.	Rambhibazar	Darjeeling	CDOT 256P	88—152
74.	Sevok Road	Darjeeling	OCBR	1000—2000
75.	Sonada	Darjeeling	CDOT 256P×2	200—368
76.	Sourenibazar	Darjeeling	CDOT 256P	88—152
77.	Takdah	Darjeeling	CDOT 256P	88—152
78.	Tindharia	Darjeeling	CDOT 256P	88—152
79.	Arambag	Hooghly	CDOT SBM	1000—1400
80.	Bhagabatipur	Hooghly	CDOT 256P×2	—336
81.	Chanditola	Hooghly	CDOT MBM	1000—2000
82.	Bhagabatipur	Hooghly	CDOT 256P×2	—336
83.	Chanditola	Hooghly	CDOT MBM	1000—2000
84.	Darhatta	Hooghly	CDOT 256P×2	152—336
85.	Dihibadpur	Hooghly	CDOT 256P×2	240—336

1	2	3	4	5
86.	Gazinadaspur	Hooghly	CDOT 256P	88—152
87.	Gopinagar	Hooghly	CDOT 256P×2	184—368
88.	Guptipara	Hooghly	CDOT 256P	160—168
89.	Gurap	Hooghly	CDOT 256P×2	—336
90.	Jinpur	Hooghly	CDOT 256P×2	184—336
91.	Khanakul	Hooghly	CDOT 256P×2	152—304
92.	Nalikul	Hooghly	CDOT 256P×2	152—336
93.	Rajbalhat	Hooghly	CDOT 256P	152—184
94.	Shyampur	Hooghly	CDOT 256P	88—152
95.	Tarakeswar	Hooghly	CDOT SBM	1000—1400
96.	Alipurduar	Jalpaiguri	CDOT SBM	1128—1400
97.	Birpara	Jalpaiguri	CDOT MBM	1000—2000
98.	Chalsa	Jalpaiguri	CDOT 256P	88—152
99.	Jaigaon	Jalpaiguri	CDOT SBM	384—704
100.	Jateswar	Jalpaiguri	CDOT 256P	88—152
101.	Krantirhat	Jalpaiguri	CDOT 256P	88—152
102.	Lataguri	Jalpaiguri	CDOT 256P	88—152
103.	Moinaguri	Jalpaiguri	CDOT SBM	—1000
104.	Raninagar	Jalpaiguri	CDOT 256P	96—152
105.	Aiho	Malda	CDOT 256P×2	152—352

1	2	3	4	5
106.	Chanchal	Malda	CDOT SBM	392—1000
107.	Kaliachack	Malda	CDOT SBM	384—1000
108.	Koriali	Malda	CDOT 256P	152—184
109.	Magura	Malda	CDOT 256P×2	152—336
110.	Manikchak	Malda	CDOT 256P×2	192—344
111.	Mahadipur	Malda	CDOT 256P	88—152
112.	Mothabari	Malda	CDOT 256P×2	184—344
113.	Paranpur	Malda	CDOT 256P×2	184—336
114.	Ratua	Malda	CDOT 256P×2	184—336
115.	Sarbamangalapalli	Malda	E10R	2000—3000
116.	Sujapur Town	Malda	CDOT 256P×2	—360
117.	Alangiri	Midnapur	CDOT 256P	88—160
118.	Benapur	Midnapur	CDOT 256P	88—152
119.	Bhogpur	Midnapur	CDOT 256P×2	184—336
120.	Bhupatinagar	Midnapur	CDOT 256P×2	184—384
121.	Brajolalchak	Midnapur	CDOT 256P	88—158
122.	Chaitanyapur	Midnapur	CDOT 256P×2	184—336
123.	Danton	Midnapur	CDOT 256P	88—152
124.	Durgachak	Midnapur	CDOT SBM	1000—1560
125.	Egra	Midnapur	ILT + C256	384—568
126.	Geonkhali	Midnapur	CDOT 256P	56—152

1	2	3	4	5
127.	Ghatal	Midnapur	JLT×2 + C 256	568—952
128.	Kharagpur	Midnapur	CDOT MBM	2500—3500
129.	Madpur	Midnapur	CDOT 256P	88—152
130.	Mcheda	Midnapur	CDOT SBM	336—1000
131.	Midnapur	Midnapur	CDOT MBM	4000—5500
132.	Monglamarao	Midnapur	CDOT 256P	88—160
133.	Panchetgarh	Midnapur	CDOT 256P	88—152
134.	Panskura	Midnapur	ITT-51×2	384—920
135.	Pataspur	Midnapur	CDOT 256P	88—160
136.	Saiboni	Midnapur	CDOT 256P×2	184—344
137.	Satbankura	Midnapur	CDOT SBM	336—1000
138.	Satmile	Midnapur	CDOT 256P	80—152
139.	Shyam Sundarpur Patna	Midnapur	CDOT 256P×2	184—336
140.	Amtala	Murshidabad	CDOT 256P×2	56—288
141.	Beldanga	Murshidabad	ILT×2C256P	536—920
142.	Berhampore	Murshidabad	CDOT MBM	5000—5800
143.	Bhagawangola	Murshidabad	CDOT 256P×2	152—304
144.	Domkal	Murshidabad	CDOT 256P×2	272—304
145.	Gankar	Murshidabad	CDOT 256P	88—152
146.	Hariharpara	Murshidabad	CDOT 256P	88—152
147.	Islumpur (BHB)	Murshidabad	CDOT 256P×2	184—336

1	2	3	4	5
148.	Jangipur	Murshidabad	CDOT 256P×2	168—304
149.	Nabagram	Murshidabad	CDOT 256P	56—182
150.	Nagar	Murshidabad	CDOT 256P	88—152
151.	Nasipurbalagachhi	Murshidabad	CDOT 256P	86—112
152.	Patikabari	Murshidabad	CDOT 256P	86—152
153.	Raninagar	Murshidabad	CDOT 256P	88—153
154.	Suktipur	Murshidabad	CDOT 256P	88—152
155.	Satui	Murshidabad	CDOT 256P	86—152
156.	Trimohini	Murshidabad	CDOT 256P	56—152
157.	Aranghata	Nadia	CDOT 256P×2	272—335
158.	Birnagar	Nadia	CDOT 256P×2	184—240
159.	Chapra	Nadia	C256 + C128P	152—272
160.	Debagram	Nadia	CDOT 256P×2	384—398
161.	Dhuhulia	Nadia	CDOT 256P×2	152—335
162.	Krishnagar	Nadia	CDOT MBM	4000—4284
163.	Muragachha	Nadia	C256P+C128P	88—272
164.	Nabadwip	Nadia	CDOT SMM	1400—1576
165.	Ranaghat	Nadia	CDOT MBM	400—4048
166.	Santipur	Nadia	CDOT RSU	1000—1572
167.	Arbelia	North 24 Pgs.	CDOT 256P×2	152—336
168.	Asoknagar	North 24 Pgs.	CDOT MBM	1000—1250

1	2	3	4	5
169.	Gaighata	North 24 Pgs.	CDOT 256P	184—192
170.	Haroa	North 24 Pgs.	CDOT 256P×2	184—336
171.	Taki	North 24 Pgs.	CDOT 256P×2	152—304
172.	Anara	Purulia	CDOT 256P	88—152
173.	Barabhum	Purulia	CDOT 256P	88—152
174.	Dubra	Purulia	CDOT 256P×2	184—336
175.	Hura	Purulia	CDOT 256P	88—152
176.	Jhalda	Purulia	CDOT 256P×2	184—336
177.	Manbazar	Purulia	CDOT 256P×2	184—368
178.	Puncha	Purulia	CDOT 256P	88—152
179.	Santaldih	Purulia	CDOT 256P×2	184—336
180.	Diamond Harbour	South 24 Pgs.	CDOT SBM	1000—1400
181.	Fathepur	South 24 Pgs.	CDOT 256P×2	152—336
182.	Kakdwip	South 24 Pgs.	ILT×2+C256	568—714
183.	Kulpi	South 24 Pgs.	CDOT 256P×2	152—336
184.	Lakshmikantapur	South 24 Pgs.	CDOT 256P×2	184—336
185.	Mathurapur	South 24 Pgs.	CDOT 256P	88—152
186.	Namkhana	South 24 Pgs.	CDOT 256P	88—184
187.	Patharpratima	South 24 Pgs.	CDOT 256P	88—152
188.	Sarisha	South 24 Pgs.	CDOT 256P×2	184—336
189.	Bhupalpur	Uttar Dinajpur	CDOT 256P×2	184—336

1	2	3	4	5
190.	Hemtabad	Uttar Dinajpur	CDOT 256P×2	160—304
191.	Kanki	Uttar Dinajpur	CDOT 256P	88—152
192.	Raigunj	Uttar Dinajpur	CDOT MBM	3000—3384
193.	Ramganj	Uttar Dinajpur	CDOT 256P	88—152

Expansion During 1997-98 in Calcutta Telephone District

Sl. No.	Name of Exchange	Type	New/ Expn.	Gross (K. lines)
1	2	3	4	5
194.	Bagbazar (554/555)	EWSD	Expn. (16 to 16.5 K)	0.50 K
195.	Cossipur - NDT (556/557)	E-10B	Expn. (16 to 16.5 K)	0.50 K
196.	Begbazar RLU (530/533)	E-10B	Expn. (5 to 5.5K)	0.50 K
197.	Jadavpur (472/473)	E-10B	Expn. (17 to 17.5K)	0.50 K
198.	Kalighat (474/475/476)	E-10B	Expn. (20 to 21K)	1.00 K
199.	East (350/351/352)	E-10B	Expn. (20 to 22K)	2.00 K
200.	Jessore Road RLU (512)	E-10B	Expn. (3.9 to 4.2 K)	0.30 K
201.	Barrackpur RLU (560)	E-10B	Expn. (7.5 to 8.5 K)	1.00 K
202.	Golmohar RLU (560)	E-10B	Expn. (5.5 to 6K)	0.50 K
203.	Madhyamgram RLU (538)	E-10B	Expn. (2.8 to 3.8K)	1.00 K

1	2	3	4	5
204.	NDT (556/557)	E-10B	Expn. (16.5 to 17.5 K)	1.00 K
205.	Balshnabghata RLU (462)	E-10B	Expn. (5 to 6 K)	1.00 K
206.	Shibpur (650/660)	E-10B	Expn. (12.2 to 13.0 K)	0.80 K
207.	Jadavpur OCB (412/413)	OCB	Expn. (10.5 to 13.5 K)	3.00 K
208.	Belurmath RLU (654)	E-10B	Expn. (3 to 4 K)	1.00 K
209.	Birati RLU (539)	E-10D	Expn. (3 to 4 K)	1.00 K
210.	Madhyamgram RLU (538)	E-10B	Expn. (3.8 to 4.8 K)	1.00 K
211.	Burrabazar EWSD (241)	EWSD	Expn. (9 to 9.5 K)	0.50 K
212.	Chittaranjan-1 (230/231/238)	E-10B	Expn. (15.6 to 16.6 K)	1.00 K
213.	Kalighat (453)	EWSD	Expn. (5.2 to 6 K)	0.80 K
214.	Bhatpara RLU (31)	E-10B	Expn. (4.9 to 5.9 K)	1.00 K
215.	Ichapur RLU (667)	E-10B	Expn. (6 to 7 K)	1.00 K
216.	Lake Town RSU (543/521)	EWSD	Expn. (7.9 to 8.4 K)	0.50 K
217.	Salkla OCB (655)	OCB	Expn. (5 to 6 K)	1.00 K
218.	Panihati RLU 553/563 (0.1)	E-10B	Expn. (11 to 11.3 K)	0.30 K

1	2	3	4	5
219.	Baranagar RSU (557)	EWSD	Expn. (3 to 3.2 K)	0.20 K
220.	Chinsurah (80)	E-10D	Expn. (6 to 7 K)	1.00 K
221.	Birati RLU (539)	E-10B	Expn. (4 to 5 K)	1.00 K
222.	Jessore Road RLU (512)	E-10B	Expn. (4.2 to 4.9 K)	0.70 K
223.	Joka RLU (467)	E-10B	Expn. (2.9 to 4.9 K)	1.00 K
224.	Chandannagar RLU (83)	E-10B	Expn. (6 to 7 K)	1.00 K
225.	Kalighat (474/475/476)	E-10B	Expn. (21 to 22 K)	1.00 K
226.	Ranikuthi ROU (411)	OCB	Expn. (3.5 to 6.5 K)	3.00 K
227.	B.E. College ROU (668)	OCB	Expn. (2 to 3 K)	1.00 K
228.	Chinsurah (80)	E-10B	Expn. (7 to 8 K)	1.00 K
229.	Birati RLU (589)	E-10B	Expn. (6 to 5.5 K)	0.50 K
230.	Baranagar RSU (677)	EWSD	Expn. (3.2 to 3.448 K)	0.248 K
231.	Parnashree RLU (451)	E-10B	Expn. (2 to 3 K)	1.00 K
232.	NDT (556/557)	E-10B	Expn. (17.5 to 19.5 K)	2.00 K
233.	Bu Bu RLU 470 (1.4)	E-10B	Expn. (2.9 to 3.9 K)	1.00 K

1	2	3	4	5
234.	Chitta-1 Main (230/231/238)	E-10B	Expn. (16.6 to 17.5 K)	0.90 K
235.	Kalighat Main (474/475/476)	E-10B	Expn. (22 to 23 K)	1.00 K
236.	Halishar RLU (85)	E-10B	Expn. (2 to 3 K)	1.00 K
237.	Kalyani (82)	RLU	E-10B (5.5 to 6.5 K)	1.00 K
238.	Burrabazar (241/219)	EWSD	Expn. (9.5 to 9.9 K)	0.40 K
239.	Amtala RLU 470 (7-9)	E-10B	Expn. (2 to 2.4 K)	0.40 K
240.	Baidyabati ROU (632)	OCB	Expn. (2 to 3 K)	1.00 K
241.	Bagbazar RLU (530/533)	E-10B	Expn. (5.5 to 5.62 K)	0.12 K
242.	Salt Lake RLU (321)	E-10B	Expn. (4.8 to 5.8 K)	1.00 K
243.	Burrabazar EWSD	EWSD	Expn. (9.9 to 10.3 K)	0.40 K
244.	Kesropur ROU (571)	OCB	Expn. (2 to 3 K)	1.00 K
245.	New Alipur ROU (400)	OCB	Expn. (2 to 4 K)	2.00 K
246.	Dum Dum Main (559)	OCB	Expn. (2 to 4 L)	2.00 K
247.	Kasba RSU (442)	EWSD	Expn. (4.2 to 5.1 K)	0.90 K
248.	Circus Main (280/282)	EWSD	Expn. (8 to 8.6 K)	0.60 K

1	2	3	4	5
249.	Central (244/245/246)	E-10B	Expn. (20.5 to 21.5 K)	1.00 K
250.	Jadavpur (472/473/433)	E-10B	Expn. (17.5 to 18.0 K)	0.50 K
251.	Baranagar RSU (577)	EWSD	Expn. (3.448 to 4.348 K)	0.90 K
252.	Belgachia ROU (651)	OCB	Expn. (3 to 4 K)	1.00 K
253.	Bagbazar RLU (530/533)	E-10B	Expn. (5.62 to 6.62 K)	1.00 K
254.	Bellaghata RLU (353)	E-10B	Expn. (2 to 3 K)	1.00 K
255.	Rishra ROU (672)	OCB	Expn. (2 to 4 K)	2.00 K
256.	Batikuri ROU (653)	OCB	Expn. (2 to 3 K)	1.00 K
257.	Alipur RLU (479)	E-10B	Expn. (9.5 to 10 K)	0.50 K
258.	Shibpur (650/660)	E-10B	Expn. (13 to 14 K)	1.00 K
259.	Picnic Garden ROU (344)	OCB	Expn. (2 to 3 K)	1.00 K
260.	Kestopur ROU (571)	OCB	Expn. (3 to 5 K)	2.00 K
261.	Jadavpur (472/473/483)	E-10B	Expn. (18 to 18.5 K)	0.50 K
262.	East (350/351/352)	E-10B	Expn. (22 to 22.5 K)	0.50 K
263.	TBZ ROU 221 (7-9)	OCB	Expn. (2 to 3 K)	1.00 K

1	2	3	4	5
264.	Cossipur ROU 558 (2-9)	OCB	Expn. (2 to 4 K)	2.00 K
265.	New Alipur ROU (400)	OCB	Expn. (4 to 5 K)	1.00 K
266.	Central (244/245/246)	E-10B	Expn. (21.5 to 22.5 K)	1.00 K
267.	Burrabazar EWSD	EWSD	Expn. (10.3 to 10.6 K)	0.30 K
268.	Gardenreach ROU 469 (0&9)	OCB	Expn. (1 to 2 K)	1.00 K
269.	Sontoshpur ROU (416)	OCB	Expn. (2 to 3.5 K)	1.50 K
270.	Behata (447/452)	OCB	Expn. (8 to 9.2 K)	1.20 K
271.	Jadavpur (412/413)	OCB	Expn. (13.5 to 14.4 K)	0.90 K
272.	Belurmath RLU (664)	E-10B	Expn. (3.944 to 4.944 K)	1.00 K
273.	Baishnabghata RLU (462)	E-10B	Expn. (6 to 7 K)	1.00 K
274.	Central (244/245246)		Expn. (22.5 to 23.2 K)	0.70 K
275.	Durrabazar EWSD (141/2U)	EWSD	Expn. (10.6 to 10.8 K)	0.20 K
276.	Uluberia ROU 661 (0.1)	OCB	Expn. (1 to 2 K)	1.00 K
277.	Bellaghata RLU (853)	E-10B	Expn. (3 to 4 K)	1.00 K
278.	Picnic Garden ROU (343)	E-10B	Expn. (3.7 to 3.85 K)	0.15 K

1	2	3	4	5
279.	Sakuntala Park RLU (452)	E-10B	Expn. (2 to 3 K)	1.00 K
280.	TBZ ROU 221 (6-9)	CCB	Expn. (3 to 4 K)	1.00 K
281.	Sonarpur ROU (434)	OCB	Expn. (2 to 3 K)	1.00 K

Statement-II

Names of the Small Exchanges proposed to be expanded during 1998-99 in West Bengal Telecom Circle

Sl.No.	Name of Exchange	Name of District	Type of Exchange	Expansion in Lines
1	2	3	4	5
1.	Bankadaha	Bankura	C-256	88—152
2.	Chhatna	Bankura	C-256×2	184—336
3.	Garripur	Bankura	C-256×2	184—336
4.	Gelia	Bankura	C-256	88—152
5.	Indpur	Bankura	C-256×2	184—336
6.	Indus	Bankura	C-256×2	152—304
7.	Joypur	Bankura	C-256×2	184—336
8.	Patrasayar	Bankura	C-256	88—152
9.	Rasulpur	Bankura	C-256	88—152
10.	Sarenga	Bankura	C-256×2	152—304
11.	Simlapal	Bankura	C-256×2	184—336
12.	Taldangra	Bankura	C-256×2	184—336
13.	Basapara	Birbhum	C-256	88—152

1	2	3	4	5
14.	Binuria	Birbhum	C-256	88—152
15.	Chowhatta	Birbhum	C-256	88—152
16.	Daskalgram	Birbhum	C-256	88—152
17.	Joydev Kenduly	Birbhum	C-256	88—152
18.	Kahairasol	Birbhum	C-256	88—152
19.	Mahamad Bazar	Birbhum	C-256×2	157—304
20.	Mayureswar	Birbhum	C-256×2	184—336
21.	Muthaberia	Birbhum	C-256×2	184—336
22.	Nanoor	Birbhum	C-256×2	152—304
23.	Punrui	Birbhum	C-256	88—152
24.	Shyampahari	Birbhum	C-256	80—152
25.	Tarapith	Birbhum	C-256×2	184—336
26.	Agradwip	Burdwan	C-256×2	192—344
27.	Amarun	Burdwan	C-256×2	184—336
28.	Anguno	Burdwan	C-256×2	152—304
29.	Baidyapur	Burdwan	C-256×2	208—360
30.	Balgona	Burdwan	C-256×2	152—304
31.	Bankati	Burdwan	C-256×2	152—304
32.	Bardighi	Burdwan	C-256×2	152—304
33.	Bhedia	Burdwan	C-256×2	184—336
34.	Bonpas	Burdwan	C-256×2	184—336

1	2	3	4	5
35.	Bulbulitala	Burdwan	C-256×2	184—336
36.	Chakdighi	Burdwan	C-256×2	184—304
37.	Chinchuria	Burdwan	C-256	88—152
38.	Churpuni	Burdwan	C-256×2	184—336
39.	Dignagar (1)	Burdwan	C-256×2	184—336
40.	Domohani	Burdwan	C-256×2	184—336
41.	Gangatikuri	Burdwan	C-256×2	152—304
42.	Gopalmath	Burdwan	C-256×2	168—320
43.	Gopalpur	Burdwan	C-256×2	168—320
44.	Jougram	Burdwan	C-256×2	184—336
45.	Kaichar	Burdwan	C-256×2	152—304
46.	Kamarpara	Burdwan	C-256×2	184—336
47.	Ketugram	Burdwan	C-256×2	152—304
48.	Khandaghosh	Burdwan	C-256×2	152—304
49.	Khudrun	Burdwan	C-256×2	152—304
50.	Kuchut	Burdwan	C-256×2	152—304
51.	Madhyamgram	Burdwan	C-256×2	160—312
52.	Mankar	Burdwan	C-256×2	152—304
53.	Nadanghat	Burdwan	C-256×2	152—304
54.	Nutanhat	Burdwan	C-256×2	184—336
55.	Palsit	Burdwan	C-256×2	168—320

1	2	3	4	5
56.	Panchanantala	Burdwan	C-256x2	184—336
57.	Panurai	Burdwan	C-256x2	168—320
58.	Paraj	Burdwan	C-256x2	184—336
59.	Raina	Burdwan	C-256x2	192—344
60.	Rajbandh	Burdwan	C-256x2	152—304
61.	Ramgopalpur	Burdwan	C-256x2	192—344
62.	Sahebganj	Burdwan	C-256x2	152—304
63.	Simlon	Burdwan	C-256x2	192—344
64.	Sastipur	Hooghly	C-256	88—152
65.	Baxirhat	Coochbehar	C-256x2	152—304
66.	Dewanhat	Coochbehar	C-256x2	152—304
67.	Ghoksadanga	Coochbehar	C-256	88—152
68.	Haldibari	Coochbehar	C-256x2	190—336
69.	Mekhliganj	Coochbehar	C-256x2	184—336
70.	Nishigunj	Coochbehar	C-256x2	152—304
71.	Sitaihat	Coochbehar	C-256	88—152
72.	Bijanbari	Darjeeling	C-256x2	192—336
73.	Jhlong	Darjeeling	C-256	88—152
74.	Khaprail	Darjeeling	C-256x2	152—304
75.	Lebong	Darjeeling	C-256x2	184—336
76.	Matigara	Darjeeling	C-256x2	152—304

1	2	3	4	5
77.	Mungpo	Darjeeling	C-256×2	152—304
78.	NBM College	Darjeeling	C-256×2	184—336
79.	Phansidewa	Darjeeling	C-256×2	152—304
80.	Sukhiapokhri	Darjeeling	C-256×2	184—336
81.	Balipur	Hooghly	C-256×2	184—336
82.	Begampur	Hooghly	C-256×2	152—304
83.	Gazinadaspur	Hooghly	C-256×2	152—304
84.	Kamarpukur	Hooghly	C-256×2	184—336
85.	Kuliapara	Hooghly	C-256×2	152—304
87.	Mahanad	Hooghly	C-256×2	184—336
88.	Moloypur	Hooghly	C-256×2	184—336
89.	Naisarai	Hooghly	C-256×2	184—336
90.	Rajbalhat	Hooghly	C-256×2	184—336
91.	Shyampur	Hooghly	C-256×2	152—304
92.	Panchla	Howrah	C-256×2	184—336
93.	Shyampur	Howrah	C-256×2	152—304
94.	Udaynarayanpur	Howrah	C-256×2	184—336
95.	Barovisa	Jalpaiguri	C-256×2	152—304
96.	Belacoba	Jalpaiguri	C-256×2	160—304
97.	Bhotpatty	Jalpaiguri	C-256	88—152
98.	Binnaguri	Jalpaiguri	C-256×2	152—304

1	2	3	4	5
99.	Ethelbari	Jalpaiguri	C-256×2	184—336
100.	Gayerkata	Jalpaiguri	C-256×2	152—304
101.	Hasimara	Jalpaiguri	ILT	384—744
102.	Joygaon	Jalpaiguri	ILT+C512	704—1464
103.	Madarihata	Jalpaiguri	C-256×2	184—336
104.	Malbazar	Jalpaiguri	SBMIK	1000—1400
105.	Metteli	Jalpaiguri	C-256×2	184—336
106.	Oodlabari	Jalpaiguri	C-256×2	184—336
107.	Araidanga	Malda	C-256×2	184—336
108.	Bangitola	Malda	C-256×2	184—336
109.	Eklakhi	Malda	C-256×2	152—304
110.	Kutubganj	Malda	C-256×2	160—304
111.	Amarshi	Midnapur	C-256	88—152
112.	Bajkul	Midnapur	C-256×2	184—336
113.	Bhagabanpur	Midnapur	C-256	88—152
114.	Binpur	Midnapur	C-256×2	184—336
115.	Brajalaichak	Midnapur	C-256×2	158—304
116.	Chancerpur	Midnapur	C-256×2	88—152
117.	Dadhika	Midnapur	C-256×2	184—336
118.	Dantan	Midnapur	C-256×2	152—304
119.	Dasagram	Midnapur	C-256	88—152

1	2	3	4	5
120.	Debra	Midnapur	C-256×2	152—304
121.	Egra	Midnapur	ILT+C-256	566—928
122.	Gopiballavpur	Midnapur	C-256×2	184—336
123.	Goura	Midnapur	C-256×2	184—336
124.	Hatihalka	Midnapur	C-256	96—152
125.	Haur	Midnapur	C-256	96—152
126.	Heria	Midnapur	C-256×2	184—336
127.	Hoomgarh	Midnapur	C-256×2	88—152
128.	Jahalda	Midnapur	C-256×2	96—152
129.	Kakgachhia	Midnapur	C-256×2	88—152
130.	Keshiary	Midnapur	C-256×2	184—336
131.	Keshpur	Midnapur	C-256×2	184—336
132.	Khakurda	Midnapur	C-256×2	184—336
133.	Khrar	Midnapur	C-256	88—152
134.	Kultikri	Midnapur	C-256	88—152
135.	Lodhasuli	Midnapur	C-256	88—152
136.	Madpur	Midnapur	C-256×2	152—304
137.	Maligram	Midnapur	C-256	88—152
138.	Mathchandipur	Midnapur	C-256×2	152—304
139.	Mirzapur	Midnapur	C-256	88—152
140.	Mohanpur	Midnapur	C-256	96—152

1	2	3	4	5
141.	Moyna	Midnapur	C-256x2	184—336
142.	Nachinda	Midnapur	C-256	96—152
143.	Nayagram	Midnapur	C-256	88—152
144.	Neradul	Midnapur	C-256	88—152
145.	Nonakuribazar	Midnapur	C-256	88—152
146.	Panskura	Midnapur	ILT×2+C25	920—1280
147.	Parmanandapur	Midnapur	C-256	88—152
148.	Pataspur	Midnapur	C-256x2	160—304
149.	Radhamohanpur	Midnapur	C-256x2	152—304
150.	Rajnagar (2)	Midnapur	C-256	88—152
151.	Rasakundu	Midnapur	C-256	88—152
152.	Rupnarayanpur	Midnapur	C-256	88—152
153.	Sabong	Midnapur	C-256x2	152—304
154.	Satmile	Midnapur	C-256x2	152—304
155.	Srinagar	Midnapur	C-256	88—152
156.	Temathani	Midnapur	C-256x2	184—336
157.	Beniagram Ar-Jpr.	Murshidabad	C-256x2	152—304
158.	Gokarna	Murshidabad	C-256x2	152—304
159.	Kandi	Murshidabad	C-SBMIK	1000—1400
160.	Raghunathganj	Murshidabad	C-SBMIK	1000—1400
161.	Sagardighi	Murshidabad	C-256x2	152—304

1	2	3	4	5
162.	Saidapur	Murshidabad	C-256x2	152—304
163.	Shaktipur	Murshidabad	C-256x2	152—304
164.	Sargachhi	Murshidabad	C-256x2	152—304
165.	Assannagar	Nadia	C-256x2	152—304
166.	Betai	Nadia	C-256	88—152
167.	Bethuadahari	Nadia	SBMK	1000—1400
168.	Birnagar	Nadia	C-256x2	240—336
169.	Burnia	Nadia	C-256	88—152
170.	Chapra	Nadia	C-DOTSBM	272—360
171.	Dignagar (2)	Nadia	C-256x2	184—336
172.	Eruli	Nadia	C-256x2	160—304
173.	Muragachha	Nadia	C-256x2	272—336
174.	Nazirpur	Nadia	C-256	88—152
175.	Amdanga	North 24 Pgs.	C-256x2	152—304
176.	Charghat	North 24 Pgs.	C-256x2	152—304
177.	Gaighata	North 24 Pgs.	C-256x2	152—304
178.	Garapata	North 24 Pgs.	C-256x2	152—304
179.	Gopalnagar	North 24 Pgs.	C-256x2	152—304
180.	Guma	North 24 Pgs.	C-256x2	152—304
181.	Helencha	North 24 Pgs.	C-256x2	152—304
182.	Iswarigachha	North 24 Pgs.	C-256x2	152—304

1	2	3	4	5
183.	Itinda	North 24 Pgs.	C-256x2	152—304
184.	Jirat (Gadamara)	North 24 Pgs.	C-256	88—152
185.	Katiahat	North 24 Pgs.	C-256x2	152—304
186.	Kholapota	North 24 Pgs.	C-256x2	152—304
187.	Nahata	North 24 Pgs.	C-256x2	152—304
188.	Swarupnagar	North 24 Pgs.	C-256x2	152—304
189.	Barabhum	Purulia	C-256x2	152—304
190.	Kashipur	Purulia	C-256x2	152—304
191.	Basanti	South 24 Pgs.	C-256x2	184—336
192.	Dhamua	South 24 Pgs.	C-256x2	184—336
193.	Falta	South 24 Pgs.	C1K	336—1000
194.	Mograhat	South 24 Pgs.	C-256x2	152—304
195.	Noorpur	South 24 Pgs.	C-256	88—152
196.	Rudranagar	South 24 Pgs.	C-256x2	152—304
197.	Taldi	South 24 Pgs.	C-256x2	152—304
198.	Gopalganj	U-Dinajpur	C-256x2	152—304
199.	Harirampur	U-Dinajpur	C-256x2	152—304
200.	Kanki	U-Dinajpur	C-256x2	152—304
201.	Kusmandi	U-Dinajpur	C-256x2	152—304
202.	Panjipara	U-Dinajpur	C-256x2	152—304
203.	Patirajpur	U-Dinajpur	C-256x2	152—304
204.	Rasakhowa	U-Dinajpur	C-256x2	152—304

**Clearance to Naphtha based Power Plant in
Karnataka**

1818. SHRI A. SIDDARAJU : Will the Minister of POWER be pleased to state :

(a) whether the Karnataka Government had sent any proposal for techno-economic clearance to the Central Electricity Authority for Naphtha based power plant in private sector at Nangangud in Karnataka;

(b) if so, whether the clearance has since been accorded;

(c) if not, the reasons therefor; and

(d) the steps proposed to be taken for early clearance of the proposal?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Yes, Sir, a proposal submitted by M/s. IPS Power Company for issue of techno-economic clearance (TEC) to the Nanjangud Naphtha based power plant (100 MW) was recommended by the Government of Karnataka to the Central Electricity Authority (CEA).

(b) and (c) The TEC could not be considered for want of certain essential inputs/clearances.

(d) The accord of TEC by CEA depends on the tying up of the pending inputs/clearances by the company.

Free Education for Girls

1819. SHRI CHANDRASHEKHAR SAHU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to make education free for girls upto the college level including professional courses;

(b) if so, the details thereof; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Yes Sir, the Government propose to institute a scheme for free education for girls upto college level including professional courses.

(b) and (c) The proposed scheme is being framed and necessary details in this regard are being worked out.

[Translation]

Sale of Post Cards

1820. SHRI DADA BABURAO PARANJPE : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the sale of the competition post cards is becoming a loss making item to the Postal Department because of the less sale of ordinary post cards and also delay in their delivery as a result thereof; and

(b) if so, the efforts being made by the Government to keep a balance between the above monitored post cards?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) No, Sir. The Service was not in loss when it was introduced in November, 1996. However, due to subsequent increase in overhead costs and as per 1997-98 Revised Estimates (Projection), the service is now making loss.

(b) The Government is considering suitable steps in the matter.

**Diplomas Awarded by Indian Institute of Mass
Communication**

1821. SHRI JANARDAN PRASAD MISRA :
SHRI MANIBHAI RAMJIBHAI CHAUDHARI

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether diplomas have been awarded without conducting any examination by the Indian Institute of Mass Communication;

(b) if so, whether the Government propose to get the matter investigated and take action against the officials involved;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) No Sir.

(b) to (d) Do not arise.

*[English]***I&B Minister's Conference of SAARC**

1822. SHRI PRABHUNATH SINGH :
 SHRI R. SAMBASIVA RAO :
 SHRI T. SUBBARAMI REDDY :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

- (a) whether the I&B Minister's Conference of SAARC countries was held at Dhaka recently;
- (b) if so, the main purpose of the Conference;
- (c) the details of subject discussed in the Conference and outcome thereof;
- (d) whether any action plan on media has been adopted in the Conference; and
- (e) if so, the details thereof and the steps taken to implement the action Plan?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) The first SAARC Information Minister's Meeting was held in Dhaka, Bangladesh on 25-26 April, 1998 to discuss measures for increasing co-operation in the field of Information and the Media among the SAARC countries.

(c) The meeting discussed subjects like need for greater contact amongst media personnel, co-operation among SAARC News agencies, improving the programmes under SAARC Audio-Visual Exchange, facilities for smooth movement of man and material related to media sector among SAARC countries, steps for better projection of SAARC outside the region, etc. A Dhaka Communique and Plan of Action was adopted at the end of the meeting.

(d) Yes, Sir.

(e) The Plan of Action on media and information and action taken/initiated thereon is given as statement.

Statement

Plan of Action	Action Taken
1. Ensure free flow of information, newspapers, periodicals, books and other publications.	1. India has already been following a liberal policy with regard to free flow of information, newspapers, periodicals books and other publications.
2. Reduce postal and tele-communication rates for media transmission and information materials.	2. India already offers concessional rates for the Press/media both within India and for transmissions to SAARC countries. Concessional postal rates are also applicable within the region. The question of further concessions in telecom and postal tariffs within the region is to be examined by the SAARC technical committee on communication in consultation with member countries.
3. Increase cooperation amongst news agencies of SAARC countries.	3. News agencies in India which are independent of Government control, have been advised to take up the matter with their counterparts in other SAARC countries.
4. Facilitate easier travel for media persons within the region.	4. India already provides easy access to foreign journalists including those from SAARC countries.
5. Work towards the evolution of a SAARC recognised Regional Media Forum.	5. To be co-ordinated by SAARC Secretariat.

Plan of Action	Action Taken
6. Hold an annual conference of editors and working journalists from SAARC countries.	6. To be co-ordinated by SAARC Secretariat.
7. Create a web page for exchange of news amongst news agencies of SAARC countries.	7. To be co-ordinated by SAARC Secretariat.
8. Enhance exchange of data through E-mail and internet.	8. To be co-ordinated by SAARC Secretariat.
9. Arrange regular exchange of TV and Radio Programmes.	9. Regular exchange of Radio and TV programmes do take place under SAARC Audio-Visual Exchange (SAVE).
10. Organise regular exchange and joint production of documentaries and films as well as holding of periodic SAARC film festivals.	10. India welcome joint production of documentaries and films and their exchange. However the final outcome would depend upon the reciprocal response from the other SAARC member countries. The 1st SAARC Film Festival is scheduled to be held in Sri Lanka later this year.
11. Arrange training for media persons of SAARC countries.	11&12. Instruction have already been issued to Indian Institute of Mass Communication. Indian Institute of Mass Communication already offers two 5 month "Advance Course in Development Journalism" for developing countries which give due consideration to SAARC countries.
12. Include SAARC orientation modules in the syllabi of national media training institutes.	
13. Improve the programmes under the SAARC Audio Visual Exchange Programme (SAVE) by making them more attractive and popular and increasing their frequency.	13. Improvement in the programme is a continuous process. Prasar Bharati has however, already been advised in the matter. Also a SAARC Audio-Visual Exchange (SAVE) Committee exists which meet once every year and suggests the measures for improvement in the quality and increase in the frequency of programmes.
14. Hold annual meetings of heads of national TV/ Radio organisations to review the SAVE Programmes.	14. To be co-ordinated by SAARC Secretariat.
15. Evolve model guidelines on transnational satellite broadcasting in the region.	15. To be co-ordinated by SAARC Secretariat.
16. Examine the financial and technical feasibility of establishing a SAARC satellite.	16. To be co-ordinated by SAARC Secretariat.
17. Explore the feasibility of setting up of a SAARC Information centre with media production, Research and Training units as well as SAARC Media Development Fund.	17. To be co-ordinated by SAARC Secretariat.
18. Discourage negative projection of member countries by media in SAARC countries.	18. India has already been following a policy of self-restraint in this regard.

*[Translation]***Cracks in Tehri Dam**

1823. SHRI CHINTA MOHAN :
 PROF. PREM SINGH CHANDUMAJRA :
 SHRI NARESH PUGLIA :
 SHRI DEVI BUX SINGH :

Will the Minister of POWER be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Cracks developed in Tehri Dam Shaft" appearing in the 'Hindustan Times' dated May 1, 1998;

(b) if so, whether two sections of the Tehri Dam collapsed and experts rushed at the site to assess the damage;

(c) if so, the exact cause of the damage; and

(d) the steps taken/proposed to be taken by the Government to set right the cracks developed in Tehri Dam shaft?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (d) The work on the four Control Gate Shaft Nos. 1, 2, 3, & 4 each 40 Mtrs, apart in the Power House Complex of Tehri HE Project Stage-I (1000 MW) is in progress. While the area around Control Gate Shaft No. 1, 2 & 4 is stable and competent rock is available at the top, the portion in front of Control Gate Shaft No. 3, has loose overburden (loose material) over the rock. The cracks were noticed only in the overburden portion at the front of Control Gate Shaft No. 3, which is located away from the dam area. The cracks are due to slumping in the overburden areas a result of heavy rain.

The Technical Advisory Committee (TAC) consisting of independent renowned experts has visited the site and have categorically stated in their report that there is no such manifestation of cracks in the dam or in the Shafts. The TAC has stated that all the four reinforced concrete lined gate shafts go into sound rock and no problems are anticipated in their construction or operation. The TAC has stated that area in front of Shaft No. 3 has some slump in the soil portion of the slope and such soil movement is not a surprise. The slopes are to be eased and suitably treated after completion of the intake works. The TAC has concluded that the permanent works have shown no distress. The THDC is taking appropriate remedial measures as advised by TAC to ensure stability of this portion of hill slope. Work is planned to be undertaken to strengthen and stabilise this portion after removal of the loose overburden mass.

*[English]***Completion of Sub-Power Stations**

1824. SHRI R.L.P. VERMA : Will the Minister of POWER be pleased to state :

(a) the efforts being made for completion of 3 incomplete sub-power stations located in Gandeya, Kharagdiha, Girdih and Jaya Nagar, Distt. Kodarma Vananchal in Bihar;

(b) the time from which these have been lying incomplete;

(c) whether any survey assessing the actual expenditure to be incurred was conducted and amount was sanctioned;

(d) if so, whether the sanctioned amount has since been released; and

(e) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Bihar State Electricity Board (BSEB) has informed that it has made efforts for completion of the construction work of all the three incomplete power sub-stations located at Jainagar in Koderma District and Gandey and Kharagdiha in Giridih District.

(b) The power sub-station at Jainagar is lying incomplete since April, 1983 whereas power sub-stations at Gandey and Kharagdiha are lying incomplete since 1991-92.

(c) to (e) The BSEB has estimated that Rs. 29.5 lakhs would be required for completing Jainagar Sub-station and associated 33 KV line. The amount required to complete the Gandey and Kharagdiha Sub-stations with associated 33 KV transmission line is estimated at Rs. 88 lakhs. The works are incomplete because BSEB has not been able to provide funds.

*[Translation]***Construction of Post Office Building**

1825. SHRI MOTILAL VORA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have received any request regarding the reconstruction of dilapidated building of Head Post Office located in Rajnandgaon of Madhya Pradesh which is presently functioning in a rented building;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) This case has been taken up by Shri Motilal Vora, Member of Parliament (Lok Sabha) vide his letter dated 30.03.1998 and by Shri Uday Uduliyer, MLA, Rajnandgaon vide letter dated 28.3.98, addressed to the Hon'ble Chief Minister of Madhya Pradesh, which was forwarded to the Postmaster General, Raipur by the Hon'ble Chief Minister on 30.3.1998.

(c) Department of Posts have already approved the construction of a Departmental building for the Rajnandgaon Head Post Office on 2.1.98. Action was initiated by the Department in the eighties to procure the land and the old building from the State Government. The State Government decided in 1994 to transfer land to various Central Government Departments. As the land and the building have not been transferred in the name of Department of Posts by the State Government of Madhya Pradesh, the demolition of the dilapidated structure and the construction of new building thereupon could not take place. The State Government has been reminded for expediting the transfer of the land and the building.

Uplinking Broadcasting from India

1826. SHRI CHANDRESH PATEL :
DR. T. SUBBARAMI REDDY :
SHRIMATI GEETA MUKHERJEE :
SHRI AJAY CHAKRABORTY :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to promote 100 per cent Indian owned companies to start full-fledged broadcasting operations including up-linking from the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether the uplinking broadcasting from India except for Radio is out of bounds of the private sector presently;

(e) whether a meeting of the Indian Broadcasting companies was held recently and the matter of uplinking was discussed at length; and

(f) if so, the time by which a decision in this regard is likely to be taken?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) No, Sir. Government are considering a proposal to permit 100% Indian owned companies to uplink from the country. The details are yet to be approved by the competent authority.

(c) There is no proposal as yet to permit fullfledged broadcasting operations from the country.

(d) Yes, Sir. Uplinking for Radio is also not permissible at present.

(e) Yes, Sir.

(f) The matter is under active consideration of the Government. A decision in this regard is expected to be taken shortly.

Cellular Telephone Services

1827. SHRI RAVINDRA KUMAR PANDEY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the contract for making available cellular telephone service in Giridih, Dhanbad and Bokaro districts of Bihar by 1997 had been given to M/s Reliance Company and other company in accordance with the assurance given by the Government;

(b) if so, whether the said work has been done so far; 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 COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) Sir, no contract has been granted specifically for making available Cellular Mobile Telephone Service (CMTS) in Giridih, Dhanbad and Bokaro Districts. However, M/s Reliance Telecom Limited and M/s Koshika Telecom Private Limited have been licensed to provide CMTS in Bihar Telecom Circle as a whole, which is co-terminus with Bihar State. As per Licence Agreement, the licensees have to provide the service in atleast 50% of the District Headquarters within three years of effective dates of licences. The effective dates for Reliance Telecom Ltd. and M/s Koshika Telecom Pvt. Ltd. are 12.12.95 and 23.8.96 respectively. The particular districts where the service is provided, is the choice of licensee and the Government does not exercise any control in the matter.

Rules for By-Passes in Cities

1828. SHRI RAMTAHAL CHAUDHARY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any rules have been framed to construct by-Pass in the cities;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether there was any proposal under the consideration of the Government or being considered by the Government to construct a bye-pass in Ranchi; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Depending on the volume of traffic, congestion, delays. etc. the cases of by-passes to cities are considered.

(d) and (e) Some years back a proposal for National Highway No. 23 and 33 bypassing Ranchi was investigated but could not be taken up due to low priority and paucity of funds.

Nehru Yuva Kendras in U.P.

1829. SHRI ASHOK PRADHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of Nehru Yuva Kendras functioning in U.P. especially in the Western UP till date and the activities with which they are associated;

(b) the expenditure incurred on these Kendras during the last three years; and

(c) the funds sanctioned for each Kendra in UP especially in Meerut circle during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) A list of 63 Nehru Yuva Kendras functioning in Uttar Pradesh (including Western UP) is enclosed in Statement-I. A list of 17 Nehru Yuva Kendras functioning in Western UP is enclosed in Statement-II.

These Kendras are associated with the regular activities of Nehru Yuva Kendra Sangathan such as :—

Youth Leadership Training Programme;

Vocational Training;

Organisation of Work Camps;

Cultural Programmes;

Sports Programmes;

Block Level Campaigns;

National Youth Week.

Some of these Kendras are also involved in collaboration with UNICEF in activities such as Child Education, Child Health & Immunisation, Safe Drinking Water & Sanitation, Control on Malnutrition, Family Welfare etc. Apart from the above programmes, these Kendras are also implementing the schemes/programmes of other Ministries/Departments.

(b) and (c) Information in respect of Nehru Yuva Kendras in Western UP is enclosed in Statement-III and IV.

• Statement-I*Region-wise District Name List*

Region		District	
1		2	
1.	Agra	1.	Agra
		2.	Etawah
		3.	Farukhabad
		4.	Jhansi
		5.	Jalaun
		6.	Lalitpur
		7.	Mathura
		8.	Mainpuri
		9.	Gaziabad
		10.	Firozabad
2.	Allahabd	1.	Allahabd
		2.	Amethi
		3.	Banda
		4.	Fatehpur
		5.	Jaunpur
		6.	Mirzapur
		7.	Pratapgarh
		8.	Varanasi
		9.	Sultanpur
		10.	Sonebhadra

	1	2
3.	Dehradun	1. Chamoli 2. Dehradun 3. Haridwar 4. Pauri Garhwal 5. Saharanpur 6. Tehri 7. Uttarkashi
4.	Lucknow	1. Barabanki 2. Bahraich 3. Hamirpur 4. Hardoi 5. Kanpur 6. Raebareli 7. Lucknow 8. Sitapur 9. Unnao 10. Faizabad
5.	Meerut	1. Badaun 2. Bijnore 3. Bulandshahar 4. Etah 5. Meerut 6. Moradabad 7. Mujaffamagar 8. Aligarh
6.	Nainital	1. Almora 2. Bareilly 3. L. Kheri 4. Nainital 5. Pithoragarh 6. Pilibhit 7. Rampur 8. Shahjahanpur
7.	Gorakhpur	1. Azamgarh 2. Balia 3. Basti 4. Deoria 5. Gonda 6. Gazipur 7. Gorakhpur 8. Mau 9. Siddharthanagar 10. Maharajanj

Statement-II*Name of 17 Western U.P. Nehru Yuva Kendras*

S.No.	Name of NYK
1.	Agra
2.	Etawah
3.	Mathura
4.	Mainpuri
5.	Gaziabad
6.	Firozabad
7.	Saharanpur
8.	Badaun
9.	Bijnore
10.	Bulandshahar
11.	Etah
12.	Meerut
13.	Moradabad
14.	Mujaffamagar
15.	Aligarh
16.	Rampur
17.	Bareilly

Statement-III

*Detail of Expenditure Incurred by NYKs of Western U.P. during last three years
i.e. 1995-96 to 1997-98*

S.No.	Kendra	1995-96	1996-97	1997-98
1.	Agra	6,16,469.00	7,45,560.00	8,96,667.00
2.	Etawah	3,77,549.75	4,49,719.00	4,47,377.25
3.	Mathura	4,36,468.85	4,76,983.00	4,61,315.45
4.	Mainpuri	3,50,386.00	4,35,251.00	2,22,950.00
5.	Gaziabad	6,38,332.00	4,11,045.00	7,77,972.00
6.	Firozabad	3,13,323.00	3,21,820.00	2,94,858.50
7.	Saharanpur	4,75,187.00	4,98,851.00	4,18,123.00
8.	Badaun	7,58,866.50	7,89,642.00	6,49,955.00
9.	Bijnore	3,17,472.00	4,37,284.00	4,67,668.50
10.	Bulandshahar	4,73,393.00	5,22,548.00	4,85,585.00
11.	Etah	7,50,682.00	8,10,798.25	8,12,057.00
12.	Meerut	4,47,031.74	5,44,956.30	4,32,083.45
13.	Moradabad	4,33,599.00	5,88,154.25	4,61,082.00
14.	Muzaffarnagar	5,37,498.50	6,15,691.00	5,79,822.00
15.	Aligarh	2,46,774.00	3,39,227.00	3,55,821.85
16.	Rampur	3,12,474.00	3,99,611.00	4,16,648.00
17.	Bareilly	7,17,799.00	8,43,133.50	8,42,231.00
	Total	82,03,306.24	92,30,274.90	90,24,817.00

Statement-IV*Region-wise District Name List*

Region	District	Funds sanctioned for 1998-99 for Salary/ Eastb./Regular Prog.
1	2	3
1. Agra	1. Agra	3,89,195.00
	2. Etawah	3,89,195.00
	3. Farukhabad	3,89,195.00
	4. Jhansi	3,89,195.00
	5. Jalaun	3,89,195.00
	6. Lalitpur	3,89,195.00
	7. Mathura	3,89,195.00
	8. Mainpuri	3,89,195.00
	9. Gaziabad	3,89,195.00
	10. Firozabad	3,89,195.00
		38,91,950.00
2. Allahabad	1. Allahabad	3,89,195.00
	2. Amethi	3,89,195.00
	3. Banda	3,89,195.00
	4. Fatehpur	3,89,195.00
	5. Jaunpur	3,89,195.00
	6. Mirzapur	3,89,195.00
	7. Pratapgarh	3,89,195.00
	8. Varanasi	3,89,195.00
	9. Sultanpur	3,89,195.00
	10. Sonbhadra	3,89,195.00
		38,91,950.00

1	2	3
3. Dehradun	1. Chamoli	3,89,195.00
	2. Dehradun	3,89,195.00
	3. Haridwar	3,89,195.00
	4. Pauri Garhwal	3,89,195.00
	5. Saharanpur	3,89,195.00
	6. Tehri	3,89,195.00
	7. Uttarkashi	3,89,195.00
		27,24,365.00
4. Lucknow	1. Barabanki	3,89,195.00
	2. Bahraich	3,89,195.00
	3. Hamirpur	3,89,195.00
	4. Hardoi	3,89,195.00
	5. Kanpur	3,89,195.00
	6. Raebareli	3,89,195.00
	7. Lucknow	3,89,195.00
	8. Sitapur	3,89,195.00
	9. Unnao	3,89,195.00
	10. Faizabad	3,89,195.00
		38,91,950.00
5. Meerut	1. Badaun	3,89,195.00
	2. Bijnore	3,89,195.00
	3. Buiandshahar	3,89,195.00
	4. Etah	3,89,195.00
	5. Meerut	3,89,195.00
	6. Moradabad	3,89,195.00
	7. Mujaffamagar	3,89,195.00
	8. Aligarh	3,89,195.00
		31,13,560.00

1	2	3
6. Nainital	1. Almora	3,89,195.00
	2. Bareilly	3,89,195.00
	3. L. Kheri	3,89,195.00
	4. Nainital	3,89,195.00
	5. Pithoragarh	3,89,195.00
	6. Pilibhit	3,89,195.00
	7. Rampur	3,89,195.00
	8. Shahjahanpur	3,89,195.00
		31,13,560.00
7. Gorakhpur	1. Azamgarh	3,89,195.00
	2. Balia	3,89,195.00
	3. Basti	3,89,195.00
	4. Deoria	3,89,195.00
	5. Gonda	3,89,195.00
	6. Gazipur	3,89,195.00
	7. Gorakhpur	3,89,195.00
	8. Mau	3,89,195.00
	9. Siddharthanagar	3,89,195.00
	10. Maharajganj	3,89,195.00
		38,91,950.00
	Total	2,45,19,285.00

[English]

Evaluation of Centrally Sponsored Schemes

1830. SHRI K. YERRANNAIDU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any evaluation of the Centrally Sponsored Programmes of Operation Black Board and Non-Formal Education have been made in Orissa; and

(b) if so, the details of remedial steps taken to deficiencies found in implementing them?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) Centrally Sponsored Schemes of Operation Black Board (OB) and Non-formal Education (NFE) have been evaluated in various States, including Orissa.

The evaluation report indicates deficiencies in implementation of Operation Blackboard such as delay in construction of class rooms, inadequate teacher training and centralised purchase of uniform teaching learning equipment for all schools.

As a follow upon the evaluation report, State Governments have been given flexibility to select teaching learning equipment relevant for the State. They have also been advised to decentralise purchases under the scheme. A Special Orientation programme for training of Primary teachers has been initiated under the Centrally Sponsored Scheme of Teacher Education to facilitate better utilisation of O.B. materials.

With regard to NFE programme, the deficiencies pointed out by the evaluation report in respect of monitoring, coordination, need to fill up vacant posts, adequate training to NFE functionaries, regularity in payment of honorarium have been brought to the notice of Government of Orissa for remedial action.

This Department has been monitoring action taken in this regard in Regional Review meetings of Education Secretaries.

[Translation]

Poor Functioning of TV Towers in Bihar

1831. SHRI RAJO SINGH : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Sheikh Pura, Begu Sarai and Sikandara TV towers of Bihar are not functioning properly;

(b) if so, reasons therefor;

(c) whether the Government have received representations towards the poor condition of those three TV towers and difficulties faced by the viewers due to the same;

(d) if so, the details thereof; and

(e) the action taken by the Government for the proper functioning of those TV towers?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) and (b) The Low Power TV Transmitters (LPTs) at Begusarai and Sheikhpura are functioning normally. LPT at Sheikhpura is providing part time transmission due to availability of partial sanction of staff. No transmission is being given from the LPT at Sikandara due to non availability of staff sanction.

(c) to (e) Yes, Sir. Regular transmission from LPTs at Sheikhpura and Sikandara will commence as soon as staff sanction and deployment is made which is a continuous and on-going process.

Registration of Cable Operator under Cable Doordarshan-Network

1832. SHRI THAWAR CHAND GEHLOT : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the number of persons or institutions which have registered themselves as cable operator under Cable Doordarshan Network (Regulation) Act, 1995 during the past three years in the country, State-wise;

(b) whether the Government are aware of the fact that most of the people are operating as cable operator without getting themselves registered and thereby violating the Act and as a result thereof the Government is incurring losses; and

(c) if so, the action taken/proposed to be taken by the Government against those cable operators who are functioning without getting themselves registered with the Government?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) A statement is enclosed.

(b) and (c) Section 11 and 12 of the Cable Television Networks (Regulation) Act, 1995 provide for the appointment of an authorised officer by the State Government, who may seize the equipment being used by an unregistered cable network and confiscate the same *unless the cable operator from whom the equipment has been seized registers himself as a cable operator within a period of thirty days from the date of such seizure.* The Act also provides for punishment including imprisonment, for contravention of any of its provisions.

Till now, only 17 States and 1 Union territory have notified the authorised officers for the purposes of the above sections. However, no report of seizure/confiscation under sections 11 & 12 of the Act have been received in this Ministry.

Statement

Registration of Cable T.V. Operators as on

Name of Circle	30.9.95	31.12.96	31.12.97
1. Assam	198	254	209
2. A.P.	5553	6738	6888
3. Bihar	653	852	597
4. Delhi	1161	1361	758
5. Gujarat	636	329	102
6. Haryana	539	709	612
7. H.P.	200	225	216
8. J&K	134	—	12
9. Karnataka	1650	2003	1975
10. Kerala	886	1324	1062
11. M.P.	3354	3622	3920
12. N.E.	111	167	147
13. Maharashtra	2111	2066	1475
14. Orissa	801	1014	888
15. Punjab	898	1169	1200
16. Rajasthan	1554	1405	748
17. T.N.	3721	4631	5127
18. U.P.	971	871	1044
19. West Bengal	181	645	346

*[English]***Letter Boxes in Gujarat**

1833. SHRIMATI BHAVNA DEVRAJBHAI CHIKHALIA:
Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of letter boxes provided in all districts of Gujarat, district-wise;

(b) whether Government have any proposal to increase the number in view of new colonies coming up and rise in population;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):
(a) The number of letter boxes provided in all districts is shown in the enclosed statement.

(b) and (c) New letter boxes in new colonies in urban areas are provided in central locations at a minimum distance of one K.M. from the nearest letter box depending on the request of members of the public.

(d) Not applicable.

Statement*District-wise Number of Letter Boxes Provided in Gujarat*

Sl.No.	Name of District	Total number of letter boxes provided.
1	2	3
1.	Ahmedabad	1934
2.	Gandhinagar	199
3.	Banaskantha	1570
4.	Mahesana	1742
5.	Sabarkantha	1867
6.	Amereli	963
7.	Bhavnagar	1478

1	2	3
8.	Junagadh	1503
9.	Jamnagar	1011
10.	Kachchh	1245
11.	Rajkot	1552
12.	Surendranagar	918
13.	Bharuch	1462
14.	Dang	362
15.	Kheda	1828
16.	Panchmahal	2299
17.	Surat	2061
18.	Vadodara	2149
19.	Valsad	1533
		27676

Disposal Rate of Cases

1834. SHRI MULLAPALLY RAMACHANDRAN :
SHRI JANG BAHADUR SINGH PATEL :
SHRI BHAGWAN SHANKAR RAWAT :
SHRI P.S. GADHAVI :
SHRIMATI JAYANTI PATNAIK :
SHRI ARIF MOHAMMAD KHAN :
SHRI RAMPAL UPADHYAY :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether there has been no substantial improvement in the disposal rate of cases in the courts, tribunals, ITAT, MRTPC etc.;

(b) if so, the reasons for burdening the exchequer with additional manpower by creating tribunals, commissions etc.;

(c) the total number of cases pending in Supreme Court, various High Courts, tribunals and commissions as on date and the period of their pendency; and

(d) the steps Government propose to take to speed up the disposal of cases in Supreme Court, various High Courts, tribunals, commissions etc.?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DJURAL) : (a) to (d) The information is being collected and will be laid on the Table of the House.

LPT at Kollam in Kerala

1835. SHRI N.K. PREMCHANDRAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government propose to establish a low power T.V. transmission centre at Kollam in Kerala; and

(b) is so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) There is no approved scheme at present to establish a Low Power TV transmitter at Kollam.

(b) Does not arise.

World Bank Fund for Air Pollution

1836. SHRI BIJOY HANDIQUE :
SHRI R. SAMBASIVA RAO :
SHRI ANNASAHEB M.K. PATIL :

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

(a) whether the World Bank is keen to fund the Government backed efforts to clean up the air in the capital and in other urban centres;

(b) if so, the details thereof;

(c) whether the Government have considered the suggestions made by the World Bank; and

(d) if so, the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (d) No formal communications has been received from the World Bank to fund the Government backed efforts to clean up the air in the capital and in other urban centres. However, the World

Bank is providing a grant of US \$ 9,00,000 for a study on the proposed Delhi Urban Environment and Infrastructure Improvement Project.

Shortage of Cables

1837. SHRI V.M. SUDHEERAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are aware that due to acute shortage of cables, the expansion work of the telephone exchanges has been stagnated in Kerala;

(b) if so, the details thereof alongwith the requirement and the quantity of cables provided to Kerala during 1997-98;

(c) whether the Government have assessed the demand for cables during 1998-99; and

(d) if so, the steps taken/proposed to be taken by the Government to meet the requirement?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) The expansion work of the telephone exchange has not stagnated in Kerala due to acute shortage of cables.

(b) Does not arise.

(c) Yes, Sir.

(d) Sufficient quantity of cables will be allotted based on development and operational requirements of Kerala.

Import of Hazardous Wastes

1838. SHRI SUSHIL KUMAR SHINDE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether free import of hazardous wastes like zinc-ash has been posing a grave threat to human life in India;

(b) if so, the nature, quantity and other details of imports of such wastes from different countries during the last three years and uses these waste materials are put to; and

(c) the steps taken to eliminate the human-hazards caused due to such imports?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) As per Rule-11 of the

Hazardous Wastes (Management & Handling) Rules, 1989, import of hazardous wastes from any country to India is not permitted for dumping and disposal. However, import of such wastes may be allowed for processing or reuse as raw materials after examining each case on merit. From April 1995, with the amendments to the EXIM Policy, import of hazardous wastes has been restricted to actual users with an import licence. Since June 1995, the Government has granted no such permission for import of zinc ash. During 1998, two cases have been cleared after due scrutiny only for negotiation for import of zinc ash subject to fulfilment of necessary safeguards.

(c) Does not arise as import of hazardous wastes to India is not permitted for dumping or disposal.

[*Translation*]

New Post Offices

1839. SHRI SURESH CHANDEL :
SHRI NARENDRA BUDANIA :
SHRI K.S. RAO :
SHRI MAGANTI VENKATESWARA RAO :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of post offices functioning at present in the country, State-wise and Union Territory-wise;

(b) the number of Post Offices opened during the last three years, State-wise and U.T. wise;

(c) whether the Government are aware of insufficient number of post offices in the country particularly district of Bilaspur, Hamirpur, Una and Dehra tehsil of District Kangra in Himachal Pradesh and Churu and Nagaur Districts in Rajasthan;

(d) whether Government propose to open new post offices in the country during 1998-99;

(e) if so, the details thereof. State-wise and U.T. wise; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) The number of post offices functioning in the country both in Urban and Rural areas, State/Union Territory-wise is given in Statement-I.

(b) The number of post offices opened during the past three years State/U.T.-wise is given in Statement-II.

(c) The total number of post offices in Bilaspur, Hamirpur, Una districts and Dehra Tehsil of Himachal Pradesh and Churu and Nagaur Districts of Rajasthan along with the average area served and population served per post office is as follows :

	Total No. of Post Offices	Average area served	Average Population served
Bilaspur District	143	8.16	2066
Hamirpur District	221	5.05	1670
Una District	185	8.32	2045
Dehra Tehsil	115	10.15	1822
Himachal Pradesh	2752	20.24 per Sq. Km.	1856
Churu District	386	43.71	4000
Nagaur District	540	58.77	3994
Rajasthan	10306	33.20	4257
All India	153021	21.48 Per Sq. Km.	5518

The number of post offices in the districts of Bilaspur, Hamirpur and Una are, therefore not insufficient as compared to the whole of Himachal Pradesh.

In Churu and Nagaur district of Rajasthan, the average population served per post office in the State as a whole.

(d) Yes, Sir.

(e) the allotment of targets for opening post offices is done cost of Circle-wise. The details of targets allotted to all the Postal Circles for opening post offices during 1998-99 are given in statement-III.

(f) Does not arise in view of (e) above.

Statement-I*Post Offices in Urban & Rural Areas as on 31.3.1997*

Sl. No.	Name of State/ Union Territory	Urban	Rural	Total
1	2	3	4	5
1.	Andhra Pradesh	1343	14829	16172
2.	Assam	300	3518	3818
3.	Bihar	714	11091	11805
4.	Delhi	460	96	556
5.	Gujarat	859	8052	8911
	— Dadra & Nagar Haveli	1	33	34
	— Daman & Diu	4	13	17
6.	Haryana	323	2280	2603
7.	Himachal Pradesh	119	2633	2752
8.	Jammu & Kashmir	195	1413	1608
9.	Karnataka	1331	8475	9806
10.	Kerala	951	4081	5032
	— Lakshdweep	—	10	10
11.	Madhya Pradesh	1061	10180	11241
12.	Maharashtra	1315	11009	12324
	— Goa	57	193	250
13.	North-East			
	— Arunachal Pradesh	13	271	284
	— Manipur	36	636	672
	— Meghalaya	32	447	479
	— Mizoram	39	347	386

1	2	3	4	5
	— Nagaland	19	282	301
	— Tripura	50	652	702
14.	Orissa	596	7488	8084
15.	Punjab	479	3370	3849
	— Chandigarh	44	8	52
16.	Rajasthan	816	9490	10306
17.	Tamilnadu	1839	10173	12012
	— Pondicherry	33	62	95
18.	Uttar Pradesh	2084	17999	20083
19.	West Bengal	1102	7382	8484
	— Sikkim	13	183	196
	— Andaman & Nicobar	12	85	97
	Total	16240	136781	153021

Statement-II*Number of Post Offices opened during the last Three Years*

Sl. No.	Name of State/ Union Territory	1995-96		1996-97		1997-98	
		*EDBOs	**DSOs	EDBOs	DSOs	EDBOs	DSOs
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	5	2	6	6	10	3
2.	Assam	—	1	10	4	18	3
3.	Bihar	—	—	23	13	31	4
4.	Delhi	—	—	—	4	5	2

1	2	3	4	5	6	7	8
5.	Gujarat	—	4	14	20	18	3
	— Dadra & Nagar Haveli	—	—	—	—	—	—
	— Daman & Diu	—	—	—	—	—	—
6.	Haryana	1	2	7	9	13	2
7.	Himachal Pradesh	—	2	23	3	4	—
8.	Jammu & Kashmir	—	2	—	—	11	1
9.	Karnataka	1	4	9	18	24	5
10.	Kerala	—	18	3	12	7	1
	— Lakshdweep	—	—	—	—	—	—
11.	Madhya Pradesh	—	6	17	9	41	2
12.	Maharashtra	—	7	31	12	33	4
	— Goa	—	—	—	—	1	—
13.	North-East	—	—	—	—	—	—
	— Arunachal Pradesh	—	—	—	3	1	—
	— Manipur	—	—	2	—	2	1
	— Meghalaya	1	—	—	—	—	1
	— Mizoram	—	—	1	—	4	—
	— Nagaland	—	—	1	—	7	1
	— Tripura	—	—	—	—	4	—
14.	Orissa	—	—	12	—	21	3
15.	Punjab	1	2	6	5	12	2
	— Chandigarh	—	—	—	—	—	—

1	2	3	4	5	6	7	8
16.	Rajasthan	—	6	12	6	33	1
17.	Tamilnadu	3	2	7	4	21	3
	— Pondicherry	—	—	—	—	—	—
18.	Uttar Pradesh	—	3	38	9	57	6
19.	West Bengal	—	—	3	2	24	4
	— Sikkim	—	—	—	—	—	—
	— Andaman & Nicobar	—	—	—	—	—	—
	Total	12	61	225	139	402	52

*EDBOs — Extra Departmental Branch Post Offices.

**DSOs — Departmental Sub Post Offices.

Statement III*Annual Plan 1998-99*

Sl. No.	Name of Circle	Targets allotted for opening of EDBOs (Extra Departmental Branch Post Offices)			Targets allotted for opening of DSOs (Departmental Sub Post Offices)		
		Other Areas	Tribal Areas	Total	Other Areas	Tribal Areas	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	7	3	10	1	1	2
2.	Assam	40	10	50	1	1	2
3.	Bihar	42	18	58	2	1	3
4.	Delhi	20	—	20	3	—	3
5.	Gujarat	32	8	40	2	—	2
6.	Haryana	15	—	15	3	—	3

1	2	3	4	5	6	7	8
7.	Himachal Pradesh	7	3	10	1	1	2
8.	Jammu & Kashmir	20	10	30	1	—	1
9.	Karnataka	8	2	10	5	—	5
10.	Kerala	10	—	10	2	—	2
11.	Madhya Pradesh	30	20	50	1	1	2
12.	Maharashtra	46	14	60	3	—	3
13.	North-East	31	19	50	1	2	3
14.	Orissa	6	4	10	1	1	2
15.	Punjab	15	—	15	2	—	2
16.	Rajasthan	16	14	30	1	1	2
17.	Tamilnadu	7	13	10	2	—	2
18.	Uttar Pradesh	66	12	78	6	—	6
19.	West Bengal	32	8	40	3	—	3
Total		450	148	598	41	9	50

Doordarshan Transmission in Gujarat

1840. SHRI JAYSINHJI CHAUHAN : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the locations of the Low Power Transmitters set up in Gujarat; district-wise;

(b) whether the Government propose to cover certain more places by the Doordarshan transmission in the State;

(c) if so, the details thereof; and

(d) the time by which the Doordarshan programmes

could be seen at those places?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) to (c) A statement showing locations of existing and under implementation High Power and Low Power Transmitters in various Districts of Gujarat is enclosed.

(d) Lead time involved in implementation of HPT project is about 3-4 years and that of LPT/VLPT is about 1-2 years subject to availability of adequate resources, infrastructural facilities, interest priorities and requisite manpower.

Statement*Details of Transmitters District-wise as on 31.05.98*

State/District	Existing	Under Implementation
1	2	3
Gujarat		
Ahmedabad	HPT, Ahmedabad	
	HPT, Ahmedabad (DD II)	
		LPT, Dhandhuka
Amreli	LPT, Amreli	
		LPT, Dhari
		LPT, Rajula
Banas Kantha	LPT, Ambaji	
	LPT, Bhabbar	
	LPT, Deesa	
	LPT, Palanpur	
	LPT, Tharad	
Bharuch	LPT, Amod	
	LPT, Bharuch	
	LPT, Dediapara	
	LPT, Kevadia Colony	
		LPT, Rajipla
Bhavnagar	VLPT, Netrang	
	VLPT, Sagwara	
	LPT, Bhavnagar	
	LPT, Mahuva	
	LPT, Palitana	
		LPT, Botad

1	2	3
Gandhinagar	LPT, Gandhinagar (DD. II)	
Jamnagar	HPT, Dwarka	
	LPT, Jamnagar	
		LPT, Jamjodhpur
		LPT, Khambhalia
Junagadh	LPT, Junagadh	
	LPT, Mangrol (Junagadh)	
	LPT, Porbander	
	LPT, Veraval	
		LPT, Bantva
		LPT, Una
Kachchh	HPT, Bhuj (Int.)	
		HPT, Bhuj (PMT.)
	LPT, Rapar	
Kudda		
	LPT, Khambhat	
Mehsana		
	LPT, Mehsana	
	LPT, Patan	
Panch Mahals		
	LPT, Devagadh-Baria	
	LPT, Dohad	
	LPT, Godhara	
	LPT, Sanjeli	
		LPT, Lunawada
Rajkot		
	HPT, Rajkot	
	LPT, Dhorajee	
	LPT, Morvi	
Sabar Kantha		
	LPT, Ider	
	LPT, Shamlaji	
		LPT, Madosa

1	2	3
Surat	LPT, Kosamba LPT, Mangrol (Surat) LPT, Songarh LPT, Surat	HPT, Surat LPT, Vyara
Surendranagar	LPT, Dharangadhra LPT, Surendranagar	
The Dangs	LPT, Ahwa	
Vadodara	LPT, Chhota Udaipur LPT, Vadodara	HPT, Vadodara
Valsad	LPT, Dandi LPT, Navsari LPT, Valsad	LPT, Dharampur LPT, Umargaon

[English]

Collapse of Wall of Jaisalmer Fort

1841. COL. SONA RAM CHOUDHARY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government are aware that six poor people died on October 17, 1997 due to the collapse of wall of the world fame Jaisalmer Fort;

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

(c) whether the Government are contemplating to conduct an inquiry to fix the responsibility for this collapse despite the advance warning to this effect and payment of money by American Express Company to Chairman INTACH on July 17, 1997;

(d) if so, the details thereof;

(e) whether the compensation paid to the next of kins of the deceased was very meagre; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Yes, Sir.

(b) to (d) As per the administrative enquiry ordered by the District Collector, the collapse of the wall was due to a combination of factors including the impact of time and nature of the Fort wall. No advance warning was received from any source. The money given by the American Express to INTACH is for the renovation of a

private palace inside the Fort, and not for the protected fort wall.

(e) and (f) Adequate compensation was paid which included funds released from the Chief Minister's Relief Fund and funds raised by the district administration.

Termination of Research Associates Posts

1842. SHRI MOHAN SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission has terminated several Research Associates posts;

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

(c) the steps being taken by the Government to ensure meritorious students fulfill their research work on time?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) According to the information furnished by the University Grants Commission (UGC), the Commission, in its meeting held on 5-6 March, 1998, decided that the existing Scheme of Research Associateship may be discontinued till the end of the IXth Five Year Plan due to constraints of financial resources. However, the existing Research Associates working under the Scheme may continue upto the tenure stipulated under the present guidelines. These Research Associateships are awarded by UGC for doing post-doctoral work.

(c) The positions of Research Associates would continue to be available under the Schemes of Major Research Projects, Special Assistance Programme and other quality improvement programmes under their respective grants. These would be ad-hoc contractual positions for the period of the project.

Master Plan for Afforestation

1843. SHRI D.S. AHIRE :
SHRI MANIKRAO HODLYA GAVIT :

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

(a) whether attention of the Government has been drawn to the news item captioned "Wild life experts to visit Punjab" appearing in the "Hindustan Times" dated May 13, 1998;

(b) whether the team will also visit Anandpur Sahib to prepare a Master Plan for launching Afforestation Safari Project;

(c) if so, the facts in this regard and composition of the Team; and

(d) the funds allocated for each Project?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir.

(b) The team will visit Anandpur Sahib for preparing Master Plan of a Herbivore Safari.

(c) The team will consist of Shri Pushp Kumar, Consultant to the Central Zoo Authority and Member Secretary, Central Zoo Authority.

(d) The requirement of funds for the project has not yet been finalised.

Copyright Act

1844. SHRI SHANKER PRASAD JAISWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have taken any steps to make the Copyright Act effective; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) The Copyright Act, 1957 was comprehensively amended in 1994 to make it very effective. The Act provides for both civil and criminal remedies and stringent punishments for copyright infringement. It also provides for registration of copyright societies for collective administration of copyrights.

Arambagh Telephone Exchange

1845. SHRI ANIL BASU : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have since taken any steps to bring Arambagh Telephone Exchange under the Calcutta Telephones network;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) No, Sir.

(b) Does not arise.

(c) Arambagh Telephone Exchange is situated beyond Calcutta Metropolitan Development Authority (CMDA) area and is not covered in the present policy of the department. Hence Arambagh Telephone Exchange is served by West Bengal Telecom Circle.

Closing Down of Foreign Universities

1846. SHRI SANDIPAN THORAT :
PROF. P.J. KURIEN :
SHRI MOHAN RAWALE :

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

(a) the present status of the court case pending before the Madras High Court challenging the legality of foreign universities functioning in the country; and

(b) the details thereof including the action taken, if any, by the Government in the event of case having been disposed off to put a check on the operation of such educational institutes?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) The matter is sub-judice before the Madras High Court on a Petition moved by one Shri R. Sethuraman challenging the legality of foreign universities functioning in the country. While the case is yet to be finally disposed off, the honourable Court has permitted such universities to operate in the country subject to certain restrictions till the final disposal of the case.

Schemes for the Development of Sports

1847. SHRI MUKUL WASNIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the schemes the Government have approved during the last three years for the development of sports, State-wise;

(b) the status of the schemes;

(c) whether the Government have any plans to revise the scheme for financial assistance to develop the sports infrastructure; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BHARATI) : (a) No schemes have been approved by the Union Government during the last three years for the development of sports, State-wise.

(b) Does not arise.

(c) Yes, Sir.

(d) Keeping in view the considerable increase in the cost of various sports infrastructure, resulting in the need to provide enhanced Central grant for various projects, and in order to make it easier to implement, the existing scheme is being revised.

Committee on Conservation of Bio-Diversity

1848. PROF. SAIFUDDIN SOZ : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government had constituted a committee to suggest a constitutional/legal frame for conservation of India's bio-diversity; and

(b) if so, the details of the recommendations made by the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Yes, Sir. The Government had constituted an expert committee in August 1997 to recommend a suitable draft bill on biological diversity. The committee gave its report in October 1997 alongwith a Brief Outline of a Biological Diversity Act in October 1997. The Brief Outline covers the following elements towards securing conservation and sustainable utilisation of biological diversity and fair and equitable sharing of benefits arising out of the use of biological diversity.

(i) Access to biological resources and information related thereto.

(ii) Benefit sharing with conserves of biological resources/creators and holders of knowledge and information relating to the use of biological resources.

(iii) Notification of areas important from the stand point of biological diversity as Biological Diversity Heritage Sites.

(iv) Protection of threatened species.

(v) Establishment of functional structure including a National Authority for the implementation of the legislation.

Joining of Ports with Super National Highways

1849. SHRI JAGAT VIR SINGH DRONA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have offered many incentives and concessions to the private sector entrepreneurs and foreign investors in the schemes of joining ports with Super National Highways etc.; and

(b) if so, the details of the further development made in the venture?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) No, Sir.

(b) Does not arise.

[Translation]

Shifting of Regional News Divisions/Depts. of AIR

1850. SHRIMATI SURYAKANTA PATIL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have taken a final decision or are considering to shift the Regional News Divisions/Departments of the All India Radio to their respective States;

(b) if so, the time by which the decision is likely to be implemented;

(c) whether the employees of these departments who are presently working therein would also be transferred;

(d) if so, whether the Government have issued any order to this effect; and

(e) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) No, Sir. There is no such proposal.

(b) to (e) Do not arise.

Telephone Exchanges in Rajasthan

1851. SHRI NARENDRA BUDANIA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephone exchanges and P.C.Os in Churu and Nagaur districts of Rajasthan are out of order;

(b) if so, whether there is any proposal under the consideration of the Government to expand and modernise telephone exchanges in Rajasthan particularly said districts and to connect the telephone exchanges with STD facilities so as to provide communication facilities to more people;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) No, Sir. Telephone exchanges and PCOs in Churu and Nagaur districts of Rajasthan are generally working satisfactory.

(b) and (c) Does not arise in view of (a) above. However, expansion and modernisation of telecom services is a continuous process in the whole country including Rajasthan. With special reference to the above two districts, it is mentioned that there is a plan to expand the existing exchanges by 10,236 lines in Churu and 19500 lines in Nagaur districts by 1998-99.

There is also a plan to provide STD facility to 7 stations of Churu and 10 stations of Nagaur districts in addition to the plan to provide STD services in other parts of Rajasthan.

(d) and (e) Does not arise in view of (a), (b) and (c) above.

[English]

Private Investment in Power Sector

1852. SHRI NARESH PUGLIA : Will the Minister of POWER be pleased to state :

(a) whether Union Government has recently announced a fresh package for boosting the private investments in power sector;

(b) if so, the details thereof;

(c) whether the Government propose to change the present concept of techno-economic clearance for the private investments in the power sector; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) The Government have

taken a number of initiatives to boost private investment in the power sector. The initiatives taken and underway include liberalising the scope of automatic approval for foreign direct investment, simplification of procedure for issue of counter guarantee, improving the procedures for competitive bidding and credit enhancement of SEBs by encouraging reforms.

(c) No, Sir.

(d) Does not arise.

Reservation of Seats for Women and Lok Pal Bills

1853. SHRI RATILAL KALIDAS VARMA :
SHRIMATI GEETA MUKHERJEE :
SHRI A.C. JOS :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government propose to bring a bill for the reservation of seats in Parliament and State Assemblies for women and Lok Pal Bills; and

(b) if so, the time by which the proposed Bills are likely to be introduced?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) and (b) Government is committed to bring a Bill to provide for reservation for Women to seats to be filled by direct election in Lok Sabha and State Legislative Assemblies as well as the Lok Pal Bill in the current session of Parliament.

[*Translation*]

Shortage of Power in U.P.

1854. SHRI HARI KEWAL PRASAD : Will the Minister of POWER be pleased to state :

(a) the total quantum of electricity being generated in Uttar Pradesh at present and the total consumption thereof;

(b) whether the Government are taking any steps to remove shortage of electricity in the State; and

(c) if so, the details thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) The energy generated in State Sector by Uttar Pradesh State Electricity Board during 1997-98 was 23664 MU. The energy requirement

during 1997-98 in U.P. was 41157 MU against which the availability was 36105 MU.

(b) and (c) Various measures are being taken to improve the availability of power in U.P. which include maximising generation from existing capacity, renovation and modernisation of power stations, better demand management, reduction in T&D losses and assistance from neighbouring States/system. In addition new power plants of total capacity 3264 MW are planned/under execution in Central/State/Private Sectors in U.P. which will improve the power supply position in the State.

[*English*]

Increase in Subsistence Allowance

1855. SHRI SATNAM SINGH KAINTH : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government are aware that meagre "subsistence allowance" is paid to women in the divorce cases by the courts;

(b) if so, whether even after decree in such cases, these women are not able to get the amount of subsistence allowance according to the actual income of their husbands and their survival becomes very difficult;

(c) if so, whether the Government propose to fix a minimum amount for such women so that they can lead a normal life;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) to (e) Payment of maintenance allowance to a wife, including after divorce, is made in accordance with the provisions of personal law applicable to the parties. Section 125 of the Code of Criminal Procedure provides a summary remedy for getting maintenance subject to a maximum limit of Rs. 500. The Code of Criminal Procedure (Amendment) Bill, 1994 pending consideration in Rajya Sabha proposes to raise the ceiling to Rs. 1500. Determination of actual amount is done by the courts looking into the paying capacity of the husband and the needs of the wife.

Low Telephones Growth Rate

1856. PROF. P.J. KURIEN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the total number of telephone subscribers in the country at present;

(b) the annual rate of growth of subscribers;

(c) whether it is far below the rate of growth of other developing countries especially China;

(d) if so, the reasons therefor;

(e) whether there is any proposal to fully privatise the telecom services; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) the total No. of telephone subscribers in the country as on 31st March, 1998 is 17801695.

(b) The annual rate of growth of subscribers in India is given below:—

1995-96 + 22.28%

1996-97 + 21.20%

1997-98 + 22.62%

(c) and (d) As would kindly be seen from the growth rate for different developing countries as given below that rate of growth in India is quite satisfactory. it may be mentioned here that each country has their own policies and investment programmes for the Telecom Sector.

(Figures taken from World Telecom Development Report from ITU - 1998 issue)

Name of the Country	% Growth during the period 1990-96
1	2
(i) Bangladesh	+ 4.6
(ii) China	+ 41.5
(iii) Myanmar	+ 16.9
(iv) Nepal	+ 11.9
(v) Pakistan	+ 18.8

1	2
(vi) Srilanka	+ 13.1
(vii) Egypt	+ 11.2
(viii) Indonesia	+ 25.6
(ix) Thailand	+ 21.2
(x) Philippines	+ 19.6
(xi) Malaysia	+ 15.5

(e) No, Sir.

(f) Does not arise in view of (e) above.

[Translation]

Review of Postal Distribution System

1857. SHRI AJIT JOGI : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the year in which the Government had conducted a review of postal distribution system in the country particularly in rural areas;

(b) the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) to (c) Mail-monitoring is a continuous and ongoing process. However, the Department had set up a High Level Committee on 14.2.97 to monitor the operations of the postal network with special reference to the postal delivery system in the rural areas at the behest of the Consultative Committee of Parliament. The exercise was taken in this regard in the months of May, June and July, 1997. The survey conducted from the Postal Directorate revealed that 63% letters were delivered in rural areas within the norms, 8.1% with one day's delay, 7% with 2 days' delay and 21.8% with delay of 3 or more days. The respective Postal Circles were also advised to constantly monitor, on monthly basis, the delivery performance in rural areas as a result, the distribution of intra-district mails have improved further.

*[English]***STD Booths**

1858. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned 'STD booths should display call tariffs' appearing in 'Times of India' dated March 13, 1998;

(b) if so, the facts of the matter reported therein; and

(c) the reactions of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) Sir, no such article has appeared in the 'Times of India' dated the 13th March, 1998. However, an article on alleged over charging by PCO booth operators was published in the 'Times of India' of 13th March, 1998.

(b) During March, 1997, the Consumer Protection Council, Tamil Nadu, Trichy Branch, organised 48 hours fast to press their demand for display of details like name of booth operator, booth number, tariff details, working hours etc., by the STD PT operators and insisted that DOT should take suitable action in this regard. The Consumer Protection Council launched this programme to stop over-charging and exploitation of the public by the Private PT operators. Following this, one more round of instructions were also issued to all the SSAs for strict implementation of the above procedure and to take drastic action of disconnecting the PT in respect of the defaults.

(c) Instructions have been issued for monthly inspection by various levels of officers to ensure compliance in this regard. A press release has also been issued giving suitable caution notice to the STD PT Operators for strict compliance of the DOT's instructions regarding display of the various informations including the tariff details, duly cautioning them about the possibility of disconnection of the PTs without advance notice wherever non-compliance is noticed.

Funds for Vocational Courses to U.P.

1859. SHRI RAJVEER SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount allotted to Uttar Pradesh for its Colleges and Universities for starting Vocational Courses during the last three years till April, 1998;

(b) the amount actually released so far; and

(c) the time by which the balance amount is likely to be released?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) The Scheme of Vocational Education is being implemented by 78 Colleges and Universities in Uttar Pradesh. The grants under the Scheme are released by UGC directly to the concerned institutions. The details of the amount allocated, actually released and to be released is as under :—

(Rs. in lakhs)			
Year	Amount allocated	Amount released	Balance to be released
1995-96	539	234	305
1996-97	216	115	101
1997-98	323	159	164

(c) According to UGC, the balance grant will be released to the institutions on receipt of audited statements of accounts and utilisation certificates.

Depletion of Ozone Layer

1860. SHRI ANANT KUMAR HEGDE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government has any proposal to ban the CFC gases in the country;

(b) if so, the details thereof;

(c) the details of action taken by the Government in preventing the depletion of ozone layer;

(d) the details of various environmental and forest oriented Research Institute being operated by Government and NGOs in the country; and

(e) the details of amount being spent by the Government on them, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) India is signatory to the Montreal

Protocol and is obligated to phase out production and consumption of CFC, as defined, and as per schedule specified in the Protocol. The schedule requires that production and consumption of CFC be phased out by 2010. There are intermediary reduction steps as well. The Government is taking steps to comply with these provisions of the Protocol.

(c) Action has been taken in preventing the depletion of Ozone Layer by creation of mass awareness, funding projects through Multilateral Fund of the Montreal Protocol, providing technical assistance and fiscal incentive to industries and regulatory measures.

(d) and (e) Available information is as given below :

Sl. No.	Name of the Research Institute	Place/ State	Amount spent during 1997-98 (Rs. in Lakhs)
1.	Indian Council of Forestry Research and Education	Dehradun (Uttar Pradesh)	6238.00
	* Forest Research Institute (FRI)	Dehradun (UP)	
	* Institute of Forest Genetics and Tree Breeding (IFGTB)	Coimbatore (Tamil Nadu)	
	* Institute of Wood Science and Technology (IWST)	Bangalore (Karnataka)	
	* Tropical Forest Research Institute (TFRI)	Jabalpur (Madhya Pradesh)	
	* Institute of Rain and Moist Deciduous Forest Research (IRMDFR)	Jorhat (Assam)	
	* Arid Forest Research Institute (AFRI)	Jodhpur (Rajasthan)	
	* Institute of Forest Productivity (IFP)	Ranchi (Bihar)	
	* Institute of Social Forestry and Eco-rehabilitation, (ISFER)	Allahabad (UP)	
	* Temperate Forest Research Institute (TFRI)	Shimla (Himachal Pradesh)	
	* Institute of Forestry Research and Human Resource Development (IFRHRD)	Chhindwara (Madhya Pradesh)	
	* Advanced Centre for Bio-Technology and Mangrove Forests	Hyderabad (Andhra Pradesh)	
2.	Indian Institute of Forest Management	Bhopal (Madhya Pradesh)	267.00
3.	Indian Plywood Industries Research & Training Institute	Bangalore (Karnataka)	146.26
4.	G.B. Pant Institute of Himalayan Environmental and Development	Almora Kosi (Uttar Pradesh)	478.00
5.	Salim Ali Centre for Ornithology & Natural History (Sacon)	Coimbatore (Tamil Nadu)	78.00

Private Power Projects

1861. SHRI ASHOK NAMDEORAO MOHOL : Will the Minister of POWER be pleased to state :

(a) the number of private and gas based power projects awaiting clearance from Central Electricity Authority at present, State-wise;

(b) the estimated cost and capacity of each project;

(c) whether several proposals have been received by the Union Government from the State Governments for setting up of power projects in their respective States;

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

(e) the present status of these proposals?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) The only scheme for setting up a gas based power project in the private sector for which the detailed projects report (DPR) has been received in the Central Electricity Authority (CEA) is for the Vypeen Combined Cycle Gas Turbine (679 MW) in Kerala being promoted by M/s Siasin Energy Ltd., Kerala at an estimated cost of Rs. 2427.15 crores.

(c) to (e) In addition to the above, details of other schemes received in the CEA from the State Governments for setting up of power projects in the private sector for examination for accord of techno-economic clearance are given below:—

Sl. No.	Name of project/Capacity/State/Promoter	Approximate estimated cost (Rupees in Crores)
1	2	3
1.	Malana Hydro Electric Project (2×43 MW) M/s Rajasthan Spinning & Weaving Mills, Himachal Pradesh	366.77
2.	Jamnagar Thermal Power Project Ph. I (2×250 MW), M/s Reliance Power Ltd., Gujarat	2305.98
3.	North-Madras Thermal Power Project St. III (1×525 MW) M/s Tri-Sakthi Energy Pvt. Ltd., Tamil Nadu	2427.57
4.	Cuddalore Thermal Power Project (2×660 MW) M/s Cuddalore Power Co., Tamil Nadu	4241.9
5.	Duburi Thermal Power Project (2×250 MW), M/s Kalinga Power Corpn., Orissa	2063.3
6.	Gouripore Thermal Power Project (1×150 MW), M/s Gouripore Power Company Ltd., West Bengal	682.6
7.	Kannur Combined Cycle Gas Turbine (513 MW), M/s Kannur Power Projects Ltd., Kerala	1468.99
8.	Nanjangud Combined Cycle Gas Turbine (100 MW), M/s IPS Power Co., Kamataka	343.47
9.	Kaniminke Combined Cycle Gas Turbine (107.8 MW), M/s Peenya Power Co., Kamataka	381.63

1	2	3
10.	Mandya Combined Cycle Power Project (164.4 MW), M/s Mandya Power Partners Pvt. Ltd., Karnataka	559.84
11.	Hasan Combined Cycle Power Project (200 MW), M/s Hasan Power Supply Co. Ltd., Karnataka	715.62

The above schemes can be taken up for techno-economic appraisal after the requisite inputs are tied up by the project promoters and CEA is satisfied regarding the completeness of the DPR.

Frauds by Instalment Corporation Limited

1862. SHRI KARIYA MUNDA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether a Limited company named 'INSTALMENT CORPN.' which was having its registered office at Pritam Castle, Dehra Dun (UP) has either been wound-up or the same has been locked up in the recent past;

(b) if so, whether crores of rupees of public money have been swallowed by the concerned Directors of the said company;

(c) if so, the names of the Directors with their present addresses;

(d) the action taken by the Government against the concerned Directors to recover the said amount; and

(e) the present liabilities of this company towards the public funds?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) M/s Instalment Corporation Ltd. is a company registered with Registrar of Companies, Kanpur. An inspection of its books of accounts and other records was ordered by the Department on 9-2-98. However, registered office of the company was found locked by the Inspecting Officer during his visit to the registered office of the company.

(b) The latest annual accounts filed by the company with ROC, which pertains to year ending 31-3-1996, does not show that company has any unsecured deposits from the public. However, Smt. Kum Kum Dass, a director of the company on a statement on oath filed with the Inspecting Officer of the Department has alleged that the

company had collected Rs. 1.94 crores during the period 1992 to 1996 from the public.

(c) As per records of Registrar of Companies, Kanpur, pertaining to this company for the year ending 31-3-96, the names of the directors and their addresses are given below :

1. Shri Vijay Krishna Das
Pritam Castle
Dehradun-248001
2. Smt. Kum Kum Das
Pritam Castle
Dehradun-248001
3. Shri Deepak Jain
7/33, Ansari Marg,
Daryaganj, Delhi
4. Shri Arun Kumar Jain
Pritam Castle
Dehradun-248001
5. Shri Vinay Kumar Jain
Pritam Castle
Dehradun-248001

(d) No action against the Directors is due at this stage for non-refund of public deposits as the annual accounts of the company for the year ending 31-3-1996 do not indicate that company has any unsecured deposits as on that date. However, for not filing the accounts for the year ending 31-3-1997, the ROC, Kanpur has filed prosecution in the Court of Special Chief Judicial Magistrate, Meerut, in April 1998 against the company and its Directors.

(e) As per the annual accounts of the company for the year ending 31-3-96 filed with the Registrar of Companies, Kanpur, there is no liability towards public deposits and the same is confirmed by the Audit Report reported in the Annual Accounts.

More Autonomy to Ports

1863. SHRI K.S. RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have proposed to give more autonomy to ports in the country; and

(b) if so, the details thereof indicating inter-alia the purposes to be achieved thereby?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) No, Sir. No specific proposal for giving more autonomy to the ports is under consideration of the Government.

OB Van for Vijayawada

1864. SHRI P. UPENDRA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether there is no facility to cover the important events by Doordarshan in the entire coastal area of Andhra Pradesh;

(b) if so, whether requests have been made for stationing an OB Van at Vijayawada so as to cover the coastal Andhra Pradesh; and

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

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) to (c) Presently the important functions and events in Andhra Pradesh are being covered by the Doordarshan Kendra, Hyderabad. A studio set up is also under implementation at Vijayawada which is likely to be completed during 1998. This centre would be provided with Electronic News Gathering (ENG) equipment for outside coverages. Though a request was received, there is not approved scheme, at present, to provide OB Van at Vijayawada.

Eighty-third Constitution Amendment Bill

1865. SHRI SAMIK LAHIRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to bring the eighty-third Constitution Amendment Bill in the current Budget Session;

(b) if so, whether the Government are considering to any changes in the proposed Bill as recommended by the Standing Committee on Human Resource Development of the Eleventh Lok Sabha; and

(c) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) The report of the Department-related Parliamentary Standing Committee on Human Resource Development relating to the Constitution (Eighty-third Amendment) Bill, 1997 is under examination. It is felt that a wider debate on the implications of the proposed legislation should be initiated.

[Translation]

Cleaning of Lakes in MP

1866. DR. CHARAN DAS MAHANT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have a scheme under implementation for cleaning the lakes;

(b) if so, the details thereof and the time from which it is being implemented;

(c) the present position of implementation of the scheme and the manner in which it would benefit the people; and

(d) the details of lakes of Madhya Pradesh proposed to be cleaned under this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) A National Lake Conservation Plan covering ten polluted urban lakes of the country has been formulated at an estimated outlay of Rs. 637 crore. However, the scheme has not been approved by Government so far.

(c) Does not arise.

(d) The Sagar Lake of Madhya Pradesh has been included in this scheme.

Indian Telegraph Act, 1885

1867. SHRI RAMESHWAR PATIDAR : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to amend Indian Telegraph Act, 1885; and

(b) if so, the details thereof and the extent of progress so far made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) A Bill defining the term 'Unauthorised Diversion' of telephone and adding a new Section in the existing Act proposing penalties for unauthorised diversion of telephones for illegal STD/ISD purposes was introduced in the Lok Sabha in August, 1993. With the dissolution of Lok Sabha in 1996, this Bill has lapsed. The proposal was again examined and approval of Cabinet was obtained in Sept. 1996. However, no final decision could be taken. With the change of Government, the proposal is to be examined afresh in consultation with concerned Ministries for introduction of a new Bill in due course of time.

[English]

Expansion Plan of Urdu Section of UNI

1868. SHRI G.M. BANATWALLA : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Urdu Section of the UNI has submitted any expansion plan;

(b) if so, the details of the expansion plan with approximate cost involved;

(c) whether the Government have taken any decision thereon and if so, the details thereof; and

(d) if not, the time by which a decision is likely to be taken in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a)

The Government have not received any expansion plan of UNI's Urdu Section from UNI.

(b) to (d) Do not arise.

Smuggling of Ancient Artifacts

1869. SHRI ARIF MOHAMMAD KHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware of a big racket smuggling out ancient idols, scriptures and other art pieces for sale in the international market;

(b) the details of thefts of such objects which occurred during the last three years in different parts of the country;

(c) whether any international gang is found operating in this activity;

(d) if so, the details thereof; and

(e) the measures taken by the Government to curb this kind of systematic impoverishment of the country's ancient cultural heritage at the hands of unscrupulous vandals and profiteers?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) Government are aware of the large antiquities market in India and the possibility of illicit trade in such objects.

(b) A list of such objects, as per available information, is given in the enclosed statement.

(c) Government have no specific information in this regard.

(d) Does not arise.

(e) Measures have been drawn up by the Archaeological Survey of India in concert with the enforcing agencies in like DRI, Customs and the State Governments to check the theft of antiquities and their smuggling by stepping-up vigilance and intensifying checking at Customs exit points, as well as by strict enforcement of the Antiquities and Art Treasures Act, 1972. Armed Guards have also been deployed at selected centrally protected monuments and museums under the Archaeological Survey of India.

Statement*The details of theft cases during the last three years is given below*

Sl. No.	Name of the State	Name of the monuments/ sites & the District	Description of the objects	Date of theft	Status of the case
1	2	3	4	5	6
1.	Andhra Pradesh	Salar Jung Museum, Hyderabad.	Missing antique items		Under Investigation by CBI
2.	Karnataka	Paiguneshvara Temple, Chitradurga Forest, Distt. Chitradurga.	Couchant Nandi (stone)	22nd Oct. 1997	FIR lodged in the fort Police Station Chitradurga vide FIR No. 108/97 dated 22.10.1997.
3.	Madhya Pradesh	Viarateshwar Temple Sohagpur, Distct Shahdol	Siva Linga (Pindi portion)	12th March, 1995	Under Investigation
4.	-do-	-do-	Loose stone Kalash	12th June, 1996	Recovered
5.	-do-	Mamleshwara Temple Mandhata District Khandwa	Six loose stone sculpture of Vishnu incarnation	23-24th Feb., 1997	Under Investigation
6.	Orissa	Sanctum of Excavated monastery at Udaigiri, Distt. Jajpur	Head of Buddha Image	18th Aug., 1995	Missing
7.	-do-	Bahari Gopalji Temple Distt. Sonapur (then Distt. Bolangir)	Brass idols	—	Registered by CBI Under trial
8.	Rajasthan	Temples at Atru Distt. Baran	Four armed male diety with his consort seated on his left thigh along-with devotees at the bottom. (stone)	14-15th June, 1995	FIR was lodged in police station at Atru, Distt. Baran vide case No. 153/95 dated 15.6.95 & sculpture was recovered by the police station, Atru.
9.	-do-	-do-	A standing figure of an apsara in tribhanga postures, with usual ornaments. Male attendants shown at the left bottom. (Stone)	-do-	-do-
10.	-do-	-do-	A standing figure of an apsara in tribhanga postures, with usual ornaments. Female attendants shown on the right bottom. (stone)	-do-	-do-

1	2	3	4	5	6
11.	Rajasthan	Temples at Atru Distt. Baran	A broken bust of a female (stone).	14-15th June, 1995	FIR was lodged in police station at Atru, Distt. Baran vide case No. 153/95 dated 15.6.95 & sculpture was recovered by the police station Atru.
12.	-do-	Harshat Mata Ka Mandir, Abaneri, Distt. Dausa.	A broken piece of foot print (pad-peetha) of a diety (Stone).	4-5th March 1996	FIR was lodged with the police station Bandikuin, Distt. Dausa, vide case No. 90/96 dated 5.3.1996.
13.	-do-	Somnath Temple, Deo Sonmath, Distt. Dungarpur.	Monolithic three sculptures of elephants standing with a pillar on one end of the pedestal of which the other end is extended to be socketed where from they are removed and stolen (Stone).	28-29th Nov., 1996	FIR was lodged with the police station Ganeshpur, Distt. Dungarpur vide case No. 208/96 dated 3.12.1996
14.	-do-	Bhateshwar Temple, Bawoli, District Chittaurgarh.	Stone sculpture of ten armed dancing Shiva (Natesh) with usual attributes in hands wearing jatamgkha and a holo is shown behind head. Nandi is shown in the back. A musician beating a drum is shown in the lower left corner (stone).	15-16th Feb., 1998	FIR was lodged with police station Rawat Bhata, District Chittaurgarh vide case No. 41/98 dated 18.2.98.
15.	Uttar Pradesh	Model Room (Residency) Lucknow.	Lithographs of 19th century (stone)	26th June, 1994	Departmental enquiry held
16.	-do-	Qaisarbagh Gate, Lucknow	Metallic Jalpari	15th Feb., 1994	FIR lodged
17.	-do-	Dargah Sheikh Salim Chisti, Fatehpur Sikri, Distt. Agra.	Golden Kalash	4/5th July, 1997	Registered by CBI Under active field investigation.
18.	West Bengal	Hazarduari Palace Museum, Murshidabad	Two silver plates	26th July, 1995	Not recovered.
19.	-do-	Vil. Jaipur, Distt. Dakshin Dinajpur.	Idols Mansha & Sun God	—	Registered by CBI The Hon'ble court on 26.2.1998 convicted the accused and sentenced imprisonment already undergone by the accused till date.

Central Road Fund for Karnataka

1870. SHRI H.G. RAMULU : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have communicated to the Karnataka Government that there is a possibility of releasing grant of Rs. 1557.22 lakh from the Central Road Fund from the year 1989-90 onwards;

(b) if so, whether the Karnataka Government has proposed a list of works to the Government;

(c) if so, whether approval has been given and the amount released; and

(d) if not, whether the Government would take steps to release the grants early?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir. The tentative figure of Rs. 1557.22 lakhs was intimated to Karnataka State on the basis of revised Resolution on Central Road Fund passed by both Houses of Parliament in 1988. However, this Resolution is yet to be implemented.

(b) to (d) Several Schemes, for sanction under Central Road Fund, were received in the past from Karnataka Government. However, taking into account the tentative accruals of Karnataka State as per old Resolution of Parliament, a total number of 20 schemes amounting to Rs. 1040.58 lakhs, during the period 1.4.89 to 31.3.98, have been sanctioned. Proposals for Central Road Fund, to be sanctioned during the 9th Five Year Plan, have been called for from various States including States of Karnataka. However, no proposal, from Karnataka State, has been received so far.

[*Translation*]

Connection of Distt. Headquarters to Main Post Office

1871. SHRI PANKAJ CHOUDHRY : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to connect Post Offices at district headquarters with the main post office in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which the said scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) No, Sir.

(b) and (c) Do not arise in view of (a) above.

[*English*]

Internet Services

1872. SHRI RANJIB BISWAL : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have a proposal for opening up of the internet services in the private sector in the country;

(b) if so, the guidelines prescribed by the Government for private sector participation in the internet Service;

(c) whether the Government propose to make investment for the establishment of information highway;

(d) if so, the amount of investment proposed to be made by the Government in this regard in Ninth Five Year Plan;

(e) whether the information highway would be able to cover the metros and the State capitals; and

(f) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) A synopsis of the guidelines prescribed by the Government is given in the Statement.

(c) Yes, Sir.

(d) Country's long distance network has been planned for upgradation with an investment of approximately Rs. 170 crores, for carrying data traffic on the Internet as well as Voice Telephone Traffic.

(e) and (f) Yes, Sir. The Department of Telecommunications has planned to set up a National Internet Backbone (NIB) to carry Internet Traffic across the country, and to Videsh Sanchar Nigam Limited (VSNL) Gateways. The NIB will cover all the four metro cities, State Capitals and other major cities progressively subject to availability of equipment. This backbone will have a bandwidth of 8mbps (Mega bits per second) to start with and upgradable to 155 mbps in due course.

Statement

Synopsis of the guidelines prescribed by the Government for Internet Service Providers (ISP) :

1. Any company registered in India under Companies Act, 1956 having a foreign equity participation, if any, to a maximum of 49%, shall be eligible.
2. No prior experience in Information Technology or Telecom Services is required.
3. Country has been divided into separate service areas in three categories as below :

(a) Category A Service Area : All India

(b) Category B Service Area : each of the 20

Territorial Telecom Circle and four metro telephone systems of Delhi, Mumbai, Calcutta & Chennai. The Ahmedabad, Bangalore, Hyderabad and Pune Telephone Systems will also be treated as category 'B' service area.

- (c) Category C Service Area : Any Secondary Switching Area (SSA) of Department of Telecommunications excluding Category A and B Service Areas as above.
4. Direct Connectivity between two separately licensed ISPs shall be permitted. International traffic shall flow through DOT's internet nodes or VSNL's Internet Gateways.
 5. The licensee may obtain transmission lines for data traffic on lease from DOT or other specially authorised provider like Railways, Power Grid Corporation of India or State Electricity Boards. They may also establish their own transmission lines provided such capacities are not available from other authorised agencies.
 6. The licensee shall provide the service within 18 months from signing of Licence Agreement.
 7. The licensed ISPs shall use IP (Internet Protocol) and meet the technical requirement of other ISPs to which they are connected.
 8. Voice over Internet is not permitted.
 9. Flow of obscene, objectionable and unauthorised content shall not be permitted over ISPs network.
 10. Licences shall be valid for an initial period of ten years extendible for a period of five years or more at a time.
 11. Licence fee is waived for an initial period of five years.
 12. A performance Bank Guarantee for Rs. 2.00 crores for Category A Service Area, Rs. 20.00 lakhs for Category B Service Area and Rs. 3.00 lakhs for Category C Service Area are required to be submitted with the proposal.
 13. ISPs may fix their own tariff which is left open to be decided by market forces. However, TRAI may review and fix tariff at any time during the validity of the licence.

Financial Crisis in Private Telecom Companies

1873. DR. SANJAY SINH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether most of the private companies engaged with DoT are in severe cash flow crisis because their projects relating to the growth in revenues and subscriber base had gone completely away;

(b) whether the Government had received any demands from the private operators;

(c) if so, the details thereof; and

(d) the steps Government propose to take to help this industry to tide over the crisis?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Some of the Private Telecom. Companies, especially companies engaged in Paging and Cellular operations, have represented about the poor financial viability of their operations.

(b) to (d) The Private telecom operators have demanded moratorium on the payment of licence fee, extension of the licence period. Bureau of Industrial Costs & Prices (BICP) has been requested to carry out a techno-economic study of Cellular and Paging Service Industry. A final decision in the matter will be taken on receipt of BICP report and consideration of all aspects of the matter. Pending BICP's study, ICICI (Industrial Credit and Investment Corporation of India Limited) were also requested to undertake a quick study of the operational performance of the Cellular Service Industry. Since intricate issues are involved and inter-ministerial consultations will be needed, it is difficult to set a time limit.

[Translation]

Construction of National Highways by NHAI in Maharashtra

1874. SHRI DATTA MEGHE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the details of the National Highways in Maharashtra being constructed by the National Highway Authority of India alongwith their cost of construction; and

(b) the details of maintenance expenditure per kilometer incurred on the National Highways?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) National Highway Authority of India have been asked

to undertake improvement of corridors linking four Metropolitan cities, which includes portion of NH-4 and NH-8 in Maharashtra.

(b) The cost of maintenance of National Highways in Maharashtra in 1997-98 was Rs. 51.58 crores. This covered 5750 km. of National Highway in Maharashtra.

[English]

Irregularities in MBA Entrance Test

1875. DR. BIZAY SONKAR SHASTRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether irregularities have come to light in the entrance test for MBA course in Banaras Hindu University;

(b) if so, the details thereof; and

(c) the action taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) to (c) According to the information furnished by the Banaras Hindu University there has been no irregularities in the entrance test for MBA course in the University. However, due to a clerical mistake, some more candidates than the number prescribed under the relevant Ordinance were called for Group Discussion and Interview. This error was detected well in time and the interview letters to the excess candidates were withdrawn by the University. Two of such candidates have moved the High Court against the withdrawal of the interview letters issued to them. The matter is still subjudice.

[Translation]

Increase in Wild Animals

1876. SHRI BACHI SINGH RAWAT 'BACHDA' : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the number of wild animals is increasing in Jim Corbett National Park at Uttar Pradesh;

(b) if so, the increase registered in the number of wild animals during the last three years, separately;

(c) whether attention is being paid towards their upkeep alongwith the increase in number so as to have a check on them from becoming man-eater; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Yes, Sir. The biennial population estimations conducted in Corbett National Park indicate that the population of wild animals in the park has increased over the years :

	1995	1997
1. Tiger	90	91
2. Panther	39	40
3. Elephant	394	602
4. Sambhar	3778	3816
5. Chital	26315	26390

(c) and (d) Yes, Sir. The emphasis is being laid on habitat improvement, speedy and adequate settlement of compensation claims for the loss of life and property caused by wild animals and implementation of Ecodevelopment programme in fringe villages.

[English]

Making use of Satellites Data

1877. SHRI MADHAVRAO SCINDIA : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether in order to exploit the rich biological wealth of the country, any plans have been drawn up to make use of data sent by the Indian Remote Sensing Satellites, IRS-IC and IRC-ID; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF SCIENCE AND TECHNOLOGY (DR. MURLI MANOHAR JOSHI) : (a) and (b) Yes Sir. The Department of Biotechnology has supported a multi-institutional programme on "Bio-prospecting of Biological Wealth using Biotechnological tools". One of the objectives is characterisation of the biological diversity of the North Eastern Himalayas and Southern Western Ghats using Satellite remote sensing data. This is being done by the Department of Space. Satellite data products of IRS-IB/IC/ID LISS III are being used for preparing Ecological zone maps, Landscape

characterisation to establish disturbance gradient using Geographic Information System and to prioritize the phytogeographically important sites, their spatial extent and risks.

Budgetary Support to Power PSUs

1878. SHRI VILAS MUTTEMWAR :
SHRI K.S. RAO :

Will the Minister of POWER be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Higher budgetary support to Power PSUs mooted" appearing in the 'Hindustan Times' dated April 22, 1998;

(b) if so, the details of the decision taken/under consideration in this regard with implications thereof;

(c) whether the Government are considering continuation of previous policy or there is any major change in the new policy regarding the role of power in Public Sector Undertakings during the Ninth Plan; and

(d) the details of performance of Central Power PSUs during 1997-98 as per standard norms, PSUs-wise and action plan for the current year and Ninth Plan?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Yes, Sir.

(b) and (c) Higher budgetary support has been provided in BE 1998-99 to power PSUs as against BE 1997-98 with the objective of enabling these PSUs to complete the on-going projects. With the increased budgetary allocation, Power PSUs are expected to achieve the capacity addition programme of 1998-99. Higher budgetary support has been allocated for Hydro projects in BE 1998-99 as compared to BE 1997-98 so as to increase the share of Hydro in the total energy generation in the country.

(d) The Department of Public Enterprises is the nodal department for evaluating the physical and financial performance of the PSUs stipulated in the Memorandum of Understanding (MOU) signed between the Public Sector Undertakings and this Ministry. The performance rating of the six MOU signing Public Sector Undertakings *i.e.* National Hydro-electric Power Corporation, Power Grid Corporation of India, National Thermal Power Corporation, Power Finance Corporation, Rural Electrification Corporation and North-Eastern Electric Power Corporation for the year 1996-97 is available. Barring the North Eastern Electric Power Corporation which was rated as 'Fair' the other Corporation were rated as 'Excellent'. The performance rating for the year 1997-98 would be given to PSUs after they submit their audited accounts. Action Plan for MOU signing PSUs are decided on year to year basis. PSU-wise important annual targets as included in the MOU for the year 1998-99 are indicated in the enclosed statement.

Statement

Statement Showing¹ the PSUs-wise Physical and Financial Target Fixed in Action Plan for 1998-99

Sl. No.	PSUs	Parameter/ Generation	Physical Target for 'very good' rating	Parameter	Financial Target for 'very good' rating
1	2	3	4	5	6
1.	NTPC	MU	98000	Gross Margin (Rs. cr) (Net Profit to Capital employed %)	4044.63 4.63
2.	NHPC	MU	8520	Gross Margin (Rs. cr) Net Profit to Capital employed (%)	980.00 2.69
3.	PFC	Disbursement (Rs. cr.) Realisation (Rs. Cr.) Resource Mobili- sation (Rs. cr)	1800 400 1850	Gross Margin (Rs. cr) Net Profit to Capital employed (%)	463.00 3.68

1	2	3	4	5	6
4.	REC	Pumpset Energisation (in lacs)	2.50	Gross Margin (Rs. cr)	650.00
		Village Electrification (in No.)	2000	Net Profit to Capital employed (%)	0.40
		Kutir Jyoti (in ac.)	3.50		
5.	Powergrid	Availability of Tran. Sys. (%)	98.20	Gross Margin (Rs. cr)	1250.00
		No. of tripping per line attributable to PGCL	6.50	Net Profit to Capital employed (%)	5.05
6.	NEEPCO	Generation Mus.	2014	Gross Margin (Rs. cr.)	177.26
				Net Profit to Capital employed (%)	1.98

[*Translation*]

Revenue Earned through Advertisements by Doordarshan

1879. SHRI RAMPAL SINGH : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the total income earned through advertisements by Doordarshan during the year 1996-97 and 1998 so far;

(b) the language in which most of the advertisements are telecast on Doordarshan; and

(c) the ratio of Hindi and English advertisements on the Doordarshan respectively?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Total revenue earned by Doordarshan through advertisements is as under :—

Year	Revenue (Rs. in crores)
1996-97	572.72
1997-98	490.15

(b) Advertisements are generally accepted in Hindi and English on DD I, DD II and DD India. These are

also accepted in regional languages on various regional Kendras of Doordarshan.

(c) In Doordarshan, no such study has been made.

[*English*]

STD Facility in Maharashtra

1880. SHRI MANIKRAO HODLYA GAVIT :
SHRI DATTA MEGHE :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of places in Maharashtra where telephone exchanges have not STD facility;

(b) the reasons therefor;

(c) whether the Government propose to provide STD facilities at all exchanges in Maharashtra during the current financial year; and

(d) if so, funds allocated for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA) : (a) Out of 2685 stations in Maharashtra, 1206 stations are without STD facility.

(b) STD is being provided to Exchanges in a phased manner depending upon the availability of equipments and funds.

(c) No, Sir.

(d) No separate funds are allocated alone for STD purpose.

Shortage of Power in Kerala

1881. SHRI P.C. THOMAS : Will the Minister of POWER be pleased to state :

(a) whether the Government have taken steps to improve the Power Shortage in Kerala;

(b) if so, the details thereof;

(c) whether a 500 Megawatt project proposed to be set up at Ambalamugal, in Cochin Refineries in Kerala has been sanctioned by the Union Government;

(d) if so, the details thereof; and

(e) the details of other projects due for implementation in Kerala alongwith status thereof?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) and (b) Measures taken to improve the power supply in Kerala include speeding up commissioning of ongoing power projects, maximising generation from existing stations, reduction in T&D losses, demand side management, arranging power assistance from Eastern Region etc.

(c) and (d) The Union Ministry of Petroleum and Natural Gas has accorded Stage-I clearance to Cochin Refineries Ltd. for preparation of a detailed feasibility report for setting up a 500MW power generation project at Ambalamugal, Kerala.

(e) The details of Hydro and Thermal projects under implementation planned in Kerala alongwith their status is given below:—

Sl. No.	Name of Project	Capacity (MW)	Likely to be commissioned by
1	2	3	4
1.	Kayamkulam CAPP (Distt. Alleppy)		
	GT-1	115.3	March, 1999
	GT-2	115.3	May, 1999
	GT-3	119.4	March, 2000

1	2	3	4
2.	DG power station (Distt. Kozhikode)	16	
	Unit-DG-1	16	
	Unit-DG-2	16	
	Unit-DG-3	16	
	Unit-DG-4	16	
	Unit-DG-5	16	
	Unit-DG-6	16	
3.	Brahmapuram DG Sets (Distt. Emakulam)		
	Unit-5	20	May, 1998 (commissioned)
4.	Malankara (Muvathupuzha)	3x3.5	2001-2002
5.	Kakkad	2x25	1999-2000
6.	Kuttiyadi	3x1.25	2000-2001
7.	Poringalkuthu	1x16	1998-1999
8.	Kuttiyadi Extn.	1x50	2001-2002

An estimated capacity of 3497 MW are proposed to be developed in Kerala in the Private Sector.

Declaration of Road as National Highway No. 59

1882. SHRI HARIN PATHAK : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Ahmedabad-Balsinor-Sevalia-Godhra-Limkheda-Dahod-Indore road has been declared as National Highway No. 59 if so, the date of declaring the same;

(b) whether addition to this there is any proposal pending with the Government to declare Bagodara-Vataman-Tarapur-Borsad-Padra-Karjan Road as National Highway; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir. This road has been declared as National Highway No. 59 vide notification dated 29.12.1997.

(b) and (c) Yes, Sir. The State Govt's proposal for 131 km road, in this regard can be considered alongwith proposals received from various other States after the Ninth Plan is finalised and depending upon the availability of adequate funds.

Kota Thermal Power Station Stage-IV

1883. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of POWER be pleased to state :

(a) whether any proposal from Government of Rajasthan has been received in regard to Kota Thermal Power Station Stage-IV;

(b) whether the techno-economic clearance has been accorded for the project from the Central Electricity Agency;

(c) if not, the reasons therefor; and

(d) whether this project is under consideration of the Government for financial assistance from external agencies?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) to (c) A proposal to set up Kota Thermal Power Station Stage IV (210 MW) was received in CEA in July, 1994 for techno-economic clearance. As the essential inputs had not been tied up, the proposal was returned by CEA on 26.2.1996.

(d) The projects of State Electricity Boards are normally funded by them or by the concerned State Governments. However, the proposals are recommended for seeking external assistance, provided they fulfil the eligibility criteria. Rajasthan Government has not asked for internal or external financial assistance for the project.

Non-Return of Fixed Deposit Amounts by DCM

1884. SHRI G. GANGA REDDY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether DCM Ltd. has not yet returned the fixed deposit amounts to the public invested by them in the Company although the amounts matured for repayment for nearly a year back;

(b) if so, the reasons therefor and the total amount involved;

(c) whether the representation of the investors to the Company Law Board and Company Law Department brought to favourable reply; and

(d) if so, the steps proposed to be taken to compel the Company to fulfil its contractual commitment to the investing public and repay the amount together with upto date interest?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) It is a fact that the DCM Ltd. has not returned fixed deposit on maturity.

(b) According to the company, the liquidity of the company has been severely affected due to delay of cash flow from its real estate project. The total amount of outstanding deposits as on 18.2.1998 is as under :—

Category	Numbers	Amount (Lac/Rs.)
Share holders	848	159.75
General Public	13,454	2,313.02
	14,302	2,472.77

(c) and (d) The Company Law Board has directed on 23.4.98 the Company to make payment to all the 14 depositors who had filed application before it, alongwith the interest at the contracted rate on or before 10th May, 1998. The company has also been directed to refund the sum of Rs. 50 paid by each of the depositors as filing fee. The Company Law Board has received 230 more applications from the depositors. These applications will come up for hearing before the Board on 18.6.1998.

Major Development Project in Maharashtra

1885. SHRI ANNASAHEB M.K. PATIL : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have reviewed the performance of ongoing major development project during 1996-97 for Maharashtra;

(b) if so, the details thereof in terms of targets fixed;

(c) whether the Maharashtra Telecommunication circle and Postal Authorities have submitted a number of development proposals for upgradation/strengthening/extension of Telecommunication/Postal Network in the State for 1998-99;

(d) if so, the details and status thereof, project-wise;

(e) whether postal network need to be expanded substantially in suburban areas of Mumbai; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA):

(a) Yes, Sir.

(b) **Telecom. :**

The target fixed for provision of 4,53,000 new telephone connections during 1996-97 for Maharashtra (including MTNL-Mumbai & Goa) has been fully achieved by providing 4,58,260 telephone connections. To achieve this 5,08,878 lines of net switching capacity were added.

In addition 61,500 TAX lines, 1328 Route Kms of Optical Fibre cable, 634 Route Kms of Microwave projects and 4727 Village Public Telephones were also provided.

Postal :

There was a target for opening 9 Extra Departmental Branch Post Offices (EDBOs) & 12 Departmental Sub Post Offices (DSOs) in Maharashtra Circle during 1996-97. Against this target, 30 EDBOs and 16 DSOs were sanctioned. The details of post offices sanctioned during the year, are given in the enclosed statement.

(c) **Telecom.:**

Yes, Sir.

Postal :

No, Sir.

(d) **Telecom :**

The Department has fixed the following targets for 1998-99 for Maharashtra (including MTNL-Mumbai & Goa):

(i) Telephone Connections	530000 (Nos.)
(ii) Switching Capacity	678100 (Lines)
(iii) TAX Lines	78500
(iv) V.P.Ts (Nos.)	2700
(v) Optical Fibre Cable (Route Kms)	3813
(vi) Microwave Projects (Route Kms)	2122

Postal :

Question does not arise in view of (c) above.

(e) Yes, Sir.

(f) A target for opening 3 DSOs and 50 EDBOs has recently been allotted to the Maharashtra Circle under Annual Plan, 1998-99. Proposals from circle are awaited.

Statement

List of Post Offices Sanctioned during 1996-97

Name of the Extra Departmental Branch Post Offices (EDBOs)	District
1	2
Ghati	Ghadchiroli
Sajgaon	Raigad
Upale	Ratnagiri
Gumthi	Nagpur
Sawangi	Nagpur
Kalashi	Pune
Malutola	Bhandara
Kuran	Ahmednagar
Devalmati	Nagpur
Waki	Pune
Kapsi BZK	Nagpur
Telegaon Tarf Goregaon	Raigad
Chilbewadi	Pune
Dongargaon	Nashik
Mahaduk Centre	Ahmednagar

1	2
Sukapur	Dhule
Pimple	Nashik
Thune	Thana
Jamthi Ganeshpur	Amrawati
Todasa	Chandrapur
Kadwan	Dhule
Ozari	North-Goa
Buvache Water	Kolhapur
Karjekar Mohalla	Ratnagiri
Kalamnhe	Thana
Hodgaon	Raigad
Korlamal	Ghadchiroli
Antergaon	Osmanabad
Gudegadam	Nagpur
Jinganoor Chak No. 2	Ghadchiroli
name of the Departmental SubPost Offices (DSOs)	District
Dahanukar Colony	Pune
S.R.P.F. Camp Goregaon	Mumbai
Collectorate Complex, Jalna	Aurangabad
M.I.D.C., Kurkumbh	Pune
Gokunda	Nanded
Semgaon	Parbhani

1	2
Tonca	North-Goa
Wadkhal	Raigad
Industrial Area, Nagpur	Nagpur
Dahanu, Thermal Power Station	Thane
Onda Industrial Estate	Goa
Mahatma Phule Nagar N.I.A. Balewari	Pune
Agasti Sehkar Sakhar Karkhana	Satara

Construction of Bypass on NH-17

1886. SHRI RAVI SITARAM NAIK : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have sanctioned the land acquisition for the construction of bypass at Ribander-Ponda and Murgaon on National, Highway-17;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
(a) to (c) The information about the three by-passes is given below :

Ribander by-pass

Land acquisition for this by-pass could not be sanctioned due to low inter-se priority and paucity of funds.

Ponda by-pass

An amount of Rs. 137.18 lakhs for land acquisition was sanctioned in March, 1998 and land acquisition was completed in September, 1997.

Murgaon by-pass

Land acquisition for Murgaon by-pass is included in Annual Plan 1998-99 with a plan provision of Rs. 5.00 crores.

[Translation]

"Sal Forest"

1887. SHRI FAGGAN SINGH KULESTE : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether stretch of sal forest has been affected by sal borer in Mandla district of Madhya Pradesh;

(b) if so, the names of the areas affected by it and the number of trees to be felled on this account;

(c) the revenue likely to be accrued to the Government therefrom, if any;

(d) whether under this guise the unaffected trees are also being felled;

(e) if so, the details thereof;

(f) whether the Government have put in place any monitoring mechanism in this regard;

(g) if so, the details thereof and if not, the reasons therefor;

(h) whether any scheme has been formulated to prevent damage caused to the environment as a result of felling of trees; and

(i) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir.

(b) to (i) The information is being collected and will be laid on the Table of the House.

[English]

STD/ISD Facilities in Rajasthan

1888. SHRI DOWARKA PARSHAD BAIRWA : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any proposal has been received from the Government of Rajasthan for providing STD/ISD, FAX and Telex facilities in the State;

(b) if so, the details thereof;

(c) the time by which these facilities are likely to be provided; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA): (a) No such proposal from Rajasthan Govt. has been received.

(b) to (d) Not applicable in view of 'a' above.

Bill on Indian Hindu Divorce Act

1889. SHRI SHANTILAL PURSHOTTAMDAS PATEL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government propose to bring a comprehensive Bill to improve and simplify the Indian Hindu Divorce Act;

(b) if so, the details thereof;

(c) whether the present Divorce Act is very complicated and cumbersome and in which importance has been given to exparte justice and right;

(d) whether it is necessary to simplify this law in the context of present modern social attitude;

(e) if so, whether Government have finalised the draft of proposed Bill; and

(f) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (DR. M. THAMBI DURAI) : (a) Sir, there is no Act named as the Indian Hindu Divorce Act. The provisions relating to divorce amongst Hindus are contained in the Hindu Marriage Act, 1955 and there is no proposal under consideration to amend the said Act.

(b) The question does not arise.

(c) The Hindu Marriage Act, 1955 is not complicated and cumbersome and it adequately safeguards the interests of all persons covered under it.

(d) to (f) The question does not arise.

Karwar-Panaji National Highway

1890. SHRI FRANCISCO SARDINHA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the National Highway Karwar-Panaji via Canacona has been completed; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir, the National Highway is operational.

(b) Does not arise.

[*Translation*]

Telephone Adalat

1891. SHRI KIRTI VARDHAN SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government propose to organise Telephone Adalats in the country;

(b) if so, the details thereof, State-wise alongwith subject proposed to be handled by these adalats; and

(c) the time by which these 'Adalats' are likely to become functional?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI KABINDRA PURKAYASTHA) :

(a) to (c) Telephone Adalats have already been introduced since 1987. Instructions exist for formation and functioning of Adalats in the Department of Telecommunications. These Adalats are held once in every three months in all Telecom. Districts in States. The details are as per statement enclosed.

Statement

Telephone Adalats

The concept of Telephone Adalats was introduced in the Department of Telecommunications in 1987 for the purpose of redressal of grievances of the public on an appointed date. Initially, the system of holding Telephone Adalats were introduced in all major cities. As this Scheme was successful in 1988, it was decided to extend this Scheme to cover the entire Telecom Network in the country. Subsequently, it was decided to extend this feature to all Secondary Switching Areas headed by Telecom District Engineer and above.

Scope :

The types of complaints and disputes which are taken up in the Adalat cover all individual problems relating to Telecom Services such as excess billing, service

complaints, non-provision/delayed provision of telephone connections/accessories, disconnection of telephones due to various reasons etc.

Bench :

The Adalat comprises of a three Member Bench, chaired by the Head of the Secondary Switching Area (GM/TDM/TDE). The other two Members are from Finance and Engineer Branches of the Department of Telecom. The office Incharge of the Public Grievance is also present.

Frequency Date & Time

The Adalat is held once in three months. The venue and dates are announced by Advertisements through leading Newspapers giving wide publicity.

Procedure

After the receipt of grievances/complaints, the same are examined and analysed in detail by the concerned officers and a brief is submitted to the Adalat to consider it before calling the complaint to the Adalat. Wherever feasible, the complaints are disposed off before commencement of the Adalat. The complaints whose cases could not be settled, are called on the appointed date for personal hearing and the collective decision wherever feasible is taken by the Adalat to settle the grievance. The complaints are intimated suitably of the decision taken by the Adalat.

Evaluation

Proceedings of the sessions of the Adalats held at different places are evaluated at headquarters of the Department of Telecom for analytical purposes and for deciding the nature of remedial action in system defects, if any.

[*English*]

Coverage of North-Eastern States through Electronic Media

1892. SHRI BHIM DAHAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Union Government had decided in October, 1996 to give full coverage of North-Eastern States through the electronic media;

(b) if so, the extent to which the States in the region have so far been covered; and

(c) the time by which the remaining areas in those States are likely to be covered?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) The then Prime Minister while announcing new initiatives for North-Eastern regions on October 27, 1996 made a statement that TV/AIR coverage will be accelerated so as to cover 100% of the population from Mizoram, Nagaland, Manipur and Arunachal Pradesh by the end of Ninth Plan.

(b) A statement showing percentage of population receiving TV (Terrestrial) and radio coverage is enclosed. However, TV coverage is available throughout the country including North-Eastern States via satellite by using appropriate dish antenna system.

(c) In compliance of the announcement made by the then Prime Minister in October, 1996, 10% funds, out of the total funds allocated for expansion of TV/AIR service, are being earmarked for North-Eastern States. Coverage of the remaining areas is being carried out in a phased manner subject to availability of funds and infrastructural facilities. Therefore, no definite time frame can be specified by which the remaining areas are likely to be covered.

Statement

TV Terrestrial and Radio coverage in North-Eastern States

State	TV (Percentage population)	AIR (Percentage population)
Assam	82	83
Arunachal Pradesh	47	99
Manipur	67	99
Meghalaya	97.2	96
Mizoram	72.3	92
Nagaland	69.6	97
Tripura	93.5	99

World Bank Loan to A.P. for Power Sector

1893. DR. T. SUBBARAMI REDDY : Will the Minister of POWER be pleased to state :

(a) whether the World Bank have agreed to provide \$1 billion loan to Andhra Pradesh for power sector over five to six years period;

(b) if so, whether any concrete agreement in this regard has been signed;

(c) if so, the details thereof;

(d) the total power projects likely to be benefited with the loan from the World Bank; and

(e) the time by which they are likely to commence?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) The Government of Andhra Pradesh has reported that the World Bank have indicated their willingness to provide about US \$1 billion loan to Andhra Pradesh for power sector over a period of 6 to 8 years.

(b) No, Sir.

(c) Does not arise.

(d) The loan is intended for the development of Transmission and Distribution System in the Andhra Pradesh Power Sector.

(e) The works will commence after the loan is released by World Bank.

Development of Jetties/Small Ports

1894. SHRI T. GOVINDAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have formulated any new scheme for the development of jetties/small ports in the country;

(b) if so, the details thereof;

(c) whether any requests from the Kerala Government are pending with the Government in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) No, Sir. Development of jetties/small ports, outside the Major Ports limits, is responsibility of the concerned State Government.

(b) Does not arise.

(c) and (d) Request received from Kerala Government was incomplete and therefore, could not be considered.

Water Cess Act, 1977

1895. SHRI S.S. OWAISI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether water cess is levied under the Water (Prevention and Control of Pollution) Cess Act, 1977 on industries;

(b) if so, the date on which rates of cess on water were last revised;

(c) whether the Government propose to increase water cess nearly three per cent from the present level;

(d) if so, the main reasons therefor; and

(e) the manner in which this amount of cess is used to prevent pollution?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) The Water (Prevention and Control of Pollution) Cess Act, 1977 provides for the levy of a cess on water consumed by persons carrying on certain industries and by local authorities with a view to augment the resources of Central Pollution Control Board and State Pollution Control Boards for the prevention and control of water pollution. The water cess rates were last revised on 7th December, 1991 by an amendment to the Water (Prevention and Pollution of Control) Cess Act.

(c) and (d) The Government is considering a proposal to amend the Water (Prevention and Control of Pollution) Cess Act to effect a three-fold increase in the existing cess rates in order to augment the resources of the Boards and also to introduce some element of rationalisation in the cess rates. The proposed enhancement in cess rates would motivate the industries for taking adequate steps to minimize water consumption and to install effluent treatment plant for entitlement of rebate in cess provided under the Act.

(e) The amount of cess collected is utilized based on criteria for the prevention and control of pollution. The Central Government retains 25% of the total amount to encourage research and development of clean technologies and assist local bodies in class II and III towns to set up sewage treatment system according to need. The remaining 75% is released to the concerned State Boards according to the following guidelines:

(i) 25% to be utilised according to the decision of the State Boards for pollution control measures.

(ii) 25% to be utilised according to the decisions of the State Boards for assisting industrial units in the adoption of clean process technologies and sewage treatment system in class II and III.

(iii) The remaining 25% is reimbursed to the State Boards on the basis of collection of target for that year, i.e. 10% for collecting 85% of the target for collection of cess at the minimum and additional 1% for each additional 1% of cess collected.

Doordarshan Studio at Varanasi

1896. SHRI SHANKER PRASAD JAISWAL : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) whether the Government have received representation to set up a Doordarshan studio at Varanasi; and

(b) if so, the time by which a Doordarshan studio is likely to be set up there?

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : (a) Yes, Sir.

(b) The installation of the studio project at Varanasi is at an advanced stage of implementation and expected to be completed during the year 1998-99.

[Translation]

Installed Capacity of Power

1897. SHRI SUSHIL CHANDRA VARMA : Will the Minister of POWER be pleased to state :

(a) whether the installed capacity of power in Madhya Pradesh will be increased during the year 1998-99;

(b) the new power stations likely to be set up alongwith installed capacity of each power station; and

(c) the amount of subsidy given by the State Government to the State Electricity Board?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : (a) Madhya Pradesh Electricity Board (MPEB) has indicated that two power projects, namely, Sanjay Gandhi TPS Unit 3 (210 MW) and Rajghat HEP Units I, and II and III (3x15 MW) are likely to be commissioned during the year 1998-99.

(b) Details of the new power projects likely to be set up in the State Sector in future are as follows :

Sl.No.	Name of Project	Capacity (MW)
1.	Sanjay Gandhi TPS Unit 4	210
2.	Bansagar HEP, PH-II Unit 1 & 2	2x15
3.	Bansagar HEP, PH-III Unit 1, 2 & 3	3x20
4.	Bansagar HEP, PH-I Unit 1 & 2	2x10

In addition, Madhya Pradesh has offered 17 projects envisaging a capacity addition of 6830.23 MW to the Private Sector, the details of which are given below :

Sl.No.	Name of Project	Capacity (MW)
1.	Korba West TPP	2x210
2.	Pench TPP	2x250
3.	Raigarh TPP	2x275
4.	Korba East TPP	2x535
5.	Bina TPP	2x289
6.	Korba West TPP	2x260
7.	Korba East TPP	1x250
8.	Bhilai TPP	2x287
9.	Bhander Gas PP	342
10.	Rajgarh Gas PP	343.48
11.	Guna Gas PP	347.25
12.	Jhabua Gas PP	360
13.	Khandwa CC PP	171.17
14.	Narsinghpur CAPP	166
15.	Ratlam Diesel PP	118.63
16.	Indore Diesel PP	119.70
17.	Maheshwar HEP	400

(c) the State Government has paid an amount of Rs. 120 crores by adjustment in the year 1996-97. Further, the State Government made a provision of Rs. 120 crores for each year in its Budget for 1997-98 and 1998-99 for payments to MPEB.

[English]

...(Interruptions)

MR. SPEAKER : I am coming to you.

Hon. Members, in the meeting of the Business Advisory Committee held on the 5th June 1998 it was decided that in order to make available more time for general discussion on Railway Budget and General Budget for 1998-99, the House may sit during Lunch Hour on the 8th, 9th, 10th, 11th and 12th June, 1998 and also up to 9.00 P.M. on these days.

12.01 hrs.

PAPERS LAID ON THE TABLE

Memorandum of Understanding between Rural Electrification and Ministry of Power etc., Detailed Demands for Grants of Ministry of Power for 1998-99, etc.

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM) : I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions):—

(i) Memorandum of Understanding between the Rural Electrification Corporation and the Ministry of Power for the year 1998-99.

[Placed in Library, See No. LT 489/98]

(ii) Memorandum of Understanding between the North Eastern Electric Power Corporation Limited and the Ministry of Power for the year 1998-99.

[Placed in Library, See No. LT 490/98]

(2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Power for the year 1998-99.

[Placed in Library, See No. LT 491/98]

(3) A copy of the Annual Budget (Hindi and English versions) of the Damodar Valley Corporation for

the year 1998-99 under sub-section (3) of section 44 of the Damodar Valley Corporation Act, 1948.

[Placed in Library, See No. LT 492/98]

Notification under Companies Act 1956 and Representation of People Act 1951, Copy of Chartered Accountants (Amendment) Regulations, etc.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SURFACE TRANSPORT (SHRI M. THAMBI DURAI) : I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) of section 620A of the Companies Act, 1956:—

- (i) G.S.R. 630(E) published in Gazette of India dated the 20th October, 1997 fixing norms for compliance by Companies which have been declared as "Nidhi".
- (ii) G.S.R. 604(E) published in Gazette of India dated the 20th October, 1997 fixing norms for compliance by Companies which have been declared as "Nidhi".

[Placed in Library, See No. LT 493/98]

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 169 of the Representation of People Act, 1951:—

- (i) The Conduct of Elections (Amendment) Rules, 1998 published in Notification No. S.O. 92(E) in Gazette of India dated the 29th January, 1998.
- (ii) The Conduct of Elections (Amendment) Rules, 1997 published in Notification No. S.O. 929(E) in Gazette of India dated the 31st December, 1997.

[Placed in Library, See No. LT 494/98]

- (3) A copy of the Chartered Accountants (Amendment) Regulations, 1997 (Hindi and English versions) published in Notification No. 1-CA (7)/31/97 in Gazette of India dated the 16th August, 1997 under section 30B of the Chartered Accountants Act, 1949.

[Placed in Library, See No. LT 495/98]

- (4) A copy of the Cheran Engineering Corporation Limited and the Cheran Transport Corporation Limited (Amalgamation) Order, 1997 (Hindi and English versions) published in Notification No. S.O. 503(E) in Gazette of India dated the 17th July, 1997 under sub-section 5 of section 396 of the Companies Act, 1956.

[Placed in Library, See No. LT 496/98]

- (5) A copy of the one Hundred Fifty-sixth Report (Hindi and English versions) of Law Commission on the Indian Penal Code (Volumes I and II).

[Placed in Library, See No. LT 497/98]

- (6) A copy of the Annual Report (Hindi and English versions) on the working and Administration of the Companies Act, 1956, for the year ended the 31st March, 1997, under section 638 of the said Act.

[Placed in Library, See No. LT 498/98]

- (7) 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 Central Inland Water Transport Corporation Limited, Calcutta, for the year 1995-96.

- (iii) Annual Report of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1995-96 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 499/98]

Report of Comptroller and Auditor General of India for year ending March 1997, Appropriation Accounts for 1996-97, etc.

THE MINISTER OF FINANCE (SHRI YASHWANT SINHA) : I beg to lay on the Table—

- (1) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India—Union Government (No. 6 of 1998) for the year ended the 31st March, 1997—Post and Tele-communications, under article 151 (1) of the Constitution.

[Placed in Library, See No. LT 500/98]

- (2) A copy of the Appropriation Accounts (Union Government)—(Postal Services) for the year 1996-97 (Hindi and English versions).

[Placed in Library, See No. LT 501/98]

- (3) A copy of the Appropriation Accounts (Union Government)—Telecommunication Service for the year 1996-97 (Hindi and English versions).

[Placed in Library, See No. LT 502/98]

Annual Report of Indian Institute of Mass Communication, New Delhi for 1996-97, National Centre of Films for Children and Young People, Mumbai etc., review of their working, etc.

[Translation]

THE MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF COMMUNICATIONS (SHRIMATI SUSHMA SWARAJ) : I beg lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Mass Communication, New Delhi, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Mass Communication, New Delhi, for the year 1996-97.
- (2) Statement (Hindi and English versions) showing reasons for delaying laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 503/98]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the National Centre of Films for Children and Young People, Mumbai, for the year 1996-97 alongwith Audited Accounts.
- (iii) Statement (Hindi and English versions) regarding Review by the Government of the working of the National Centre of Films for Children and Young People, Mumbai, for the year 1996-97.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 504/98]

- (5) (i) A copy of the Annual Report (Hindi and English version) of the Film and Television Institute of India, Pune, for the year 1996-97.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Film and Television Institute of India, Pune, for the year 1996-97.

- (iii) A copy of the Annual Accounts (Hindi and English versions) of the Film and Television Institute of India, Pune, for the year 1996-97, together with an Audit Report thereon.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 505/98]

- (7) A copy of the Cinematography (Certification) (Third Amendment) Rules, 1997 (Hindi and English versions) published in Notification No. G.S.R. 646 (E) in Gazette of India dated the 12th November, 1997, under sub-section (3) of section 8 of the Cinematography Act, 1952.

[Placed in Library, See No. LT 506/98]

- (8) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the Broadcast Engineering Consultants India Limited, Noida, for the year 1996-97.

[Placed in Library, See No. LT 507/98]

- (ii) Annual Report of the Broadcast Engineering Consultants India Limited, Noida, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (b) (i) Review by the Government of the working of the Videsh Sanchar Nigam Limited, Mumbai, for the year 1996-97.

- (ii) Annual Report of the Videsh Sanchar Nigam Limited, Mumbai, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 508/98]

- (c) (i) Review by the Government of the working of the Mahanagar Telephone Nigam Limited, New Delhi, for the year 1996-97.

- (ii) Annual Report of the Mahanagar Telephone Nigam Limited, New Delhi, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 509/98]

- (d) (i) Review by the Government of the working of the HTL Limited, Chennai, for the year 1996-97.

- (ii) Annual Report of the HTL Limited, Chennai, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 510/98]

- (e) (i) Review by the Government of the working of the ITI Limited, Bangalore, for the year 1996-97.

- (ii) Annual Report of the ITI Limited, Bangalore, for the year 1996-97 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (9) Five Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above.

[Placed in Library, *See* No. LT 511/98]

- (10) A copy each of the following papers (Hindi and English versions)

- (i) Memorandum of Understanding between the ITI Limited and the Department of Telecommunications for the year 1997-98.

[Placed in Library, *See* No. LT 512/98]

- (ii) Memorandum of Understanding between the HTL Limited and the Department of Telecommunications for the year 1997-98.

[Placed in Library, *See* No. LT 513/98]

- (iii) Memorandum of Understanding between the Videsh Sanchar Nigam Limited and the Department of Telecommunications, Ministry of Communications, for the year 1997-98.

[Placed in Library, *See* No. LT 514/98]

Report of the Comptroller and Auditor General under Article 151(1) of the Constitution etc. and Annual report on the Ministry of Industrial and Commercial Undertaking for 1996-97

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI SUKHBIR SINGH BADAL) : I beg to lay on the Table—

- (1) A copy each of the following Reports (Hindi and English versions) under Article 151(1) of the Constitution:—

- (i) Report of the Comptroller and Auditor General of India—Union Government (Commercial) (No. 1 of 1998) for the year ended the 31st March, 1997 (Review of Accounts).

[Placed in Library, *See* No. LT 515/98]

- (ii) Report of the Comptroller and Auditor General of India—Union Government (Commercial) (No. 2 of 1998) for the year ended the 31st March, 1997 (comments of Accounts).

[Placed in Library, *See* No. LT 516/98]

- (iii) Report of the Comptroller and Auditor General of India—Union Government (Commercial) (No. 3 of 1998) for the year ended the 31st March, 1997 (Transaction Audit Observations).

[Placed in Library, See No. LT 517/98]

- (2) A copy of the Annual Report (Hindi and English versions) on the working of the Industrial and Commercial Undertakings of the Central Government (Public Enterprises Survey) for the year 1996-97 (Volume I to III).

[Placed in Library, See No. LT 518/98]

Annual Report of Sports Authority of India, Maharshi Sandipani Rashtriya Veda Vidya Pratishthan, Ujjain etc., review of their working and Statements regarding delay in laying the reports, etc., etc.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (KUMARI UMA BAHARATI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Sports Authority of India, New Delhi, for the year 1995-96 alongwith Audited Accounts.
- (ii) Statement (Hindi and English versions) regarding review by the Government of the working of the Sports Authority of India, New Delhi, for the year 1995-96.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.
- [Placed in Library, See No. LT 519/98]
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Maharshi Sandipani Rashtriya Veda Vidya Pratishthan, Ujjain, for the year 1995-96 alongwith Audited Accounts.
- (ii) Statement (Hindi and English versions) regarding Review by the Government of the working of the Maharshi Sandipani Rashtriya Veda Vidya Pratishthan, Ujjain for the year 1995-96.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3).

[Placed in Library, See No. LT 520/98]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Lok Jumbish Parishad, Jaipur, for the year 1996-97 alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lok Jumbish Parishad, Jaipur, for the year 1996-97.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 521/98]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Warangal, for the year 1996-97 alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Warangal, for the year 1996-97.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 522/98]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Hamirpur, for the year 1995-96 alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Hamirpur, for the year 1995-96.

- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, See No. LT 523/98]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Calicut, for the year 1995-96 alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Calicut, for the year 1995-96.
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, See No. LT 524/98]

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad College of Technology, Bhopal, for the year 1995-96 alongwith Audited accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Azad College of Technology, Bhopal, for the year 1995-96.
- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library, See No. LT 525/98]

- (15) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Tiruchirappalli, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Tiruchirappalli, for the year 1996-97.
- (16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library, See No. LT 526/98]

- (17) A copy each of the following Notifications (Hindi and English versions) under section 33 of the National Council for Teacher Education Act, 1993:—

- (i) The National Council for Teacher Education Rules, 1997 published in Notification No. G.S.R. 689(E) in Gazette of India dated the 9th December, 1997.
- (ii) The National Council for Teacher Education (Application for Recognition, the

manner for submission, determination of conditions for recognition of Institutions and permission to start new course or training) (Amendment) Regulations, 1997 published in Notification No. F. 28-11/95 NCTE in Gazette of India dated the 19th July, 1997.

[Placed in Library, See No. LT 527/98]

- (18) Statement (Hindi and English versions) explaining reasons for not laying the Annual Report and Audited Accounts of the Maharishi Sandipani Rashtriya Ved Vidya Pratishthan, Ujjain, for the year 1996-97 within the stipulated period of nine months after the closing of accounting year.

[Placed in Library, See No. LT 528/98]

Annual report of Indian Institute of Forest Management, Bhopal, Indian Plywood Industries Research and Training Institute Bangalore etc., review of their Working and Statements regarding delay, etc.

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Forest Management, Bhopal, for the year 1996-97 alongwith Audited accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Forest Management, Bhopal, for the year 1996-97.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 529/98]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Plywood Industries Research and Training Institute, Bangalore, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the

working of the Indian Plywood Industries Research and Training Institute, Bangalore, for the year 1996-97.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 530/98]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Padmaja Naidu Himalayan Zoological Park, Darjeeling, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Padmaja Naidu Himalayan Zoological Park, Darjeeling, for the year 1996-97.

[Placed in Library, See No. LT 531/98]

- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Animal Welfare Board of India, Chennai, for the year 1996-97.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Animal Welfare Board of India, Chennai, for the year 1996-97.

[Placed in Library, See No. LT 532/98]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Central Zoo Authority, New Delhi, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Zoo Authority, New Delhi, for the year 1996-97.

[Placed in Library, See No. LT 533/98]

- (8) (i) A copy of the Annual Report (Hindi and English versions) of the Wildlife Institute of India, Dehradun, for the year 1996-97 alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Wildlife Institute of India Dehradun, for the year 1996-97.

[Placed in Library, See No. LT 534/98]

- (9) A copy of the Environment (Protection) (Amendment) Rules, 1997 (Hindi and English versions) published in Notification No. G.S.R. 631 (E) in Gazette of India dated the 31st October, 1997, under section 26 of the Environment (Protection) Act, 1986.

[Placed in Library, See No. LT 535/98]

- (10) A copy of the Notification No. S.O. 173(E) (Hindi and English versions) published in Gazette of India dated the 9th March, 1998 recognising the laboratory specified in the Notification to be the Government Analysts, issued under sub-section (1) of Section 12 and 13 of the Environment (Protection) Act, 1986.

[Placed in Library, See No. LT 536/98]

Notifications Issued under Major Port Trust Act 1963 and Motor Vehicle Act 1988

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 124 of the Major Port Trust Act, 1963:—
- (i) G.S.R. 24(E) published in Gazette of India dated the 9th January, 1998 approving the Mormugao Port Employees (Grant of Advances for building of Houses) Regulations, 1998.
- (ii) G.S.R. 127(E) published in Gazette of India dated the 9th March, 1998 containing Corrigendum in Hindi versions only to the Notification No. G.S.R. 70(E) dated the 11th February, 1997.
- (iii) G.S.R. 132(E) published in Gazette of India dated the 10th March, 1998 approving the Tuticorin Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1998.
- (iv) G.S.R. 310(E) published in Gazette of India dated the 5th June, 1998 approving the New Mangalore Port Trust (Recruitment of Heads of Department) Amendment Regulations, 1997, together with a corrigendum thereto published in Notification No. G.S.R. 466(E) dated the 14th August, 1997.

- (v) G.S.R. 590(E) published in Gazette of India dated the 10th October, 1997 approving the Mumbai Port Trust Employees (Recruitment, Seniority and Promotion) (Amendment) Regulations, 1997.
- (vi) G.S.R. 699(E) published in Gazette of India dated the 12th December, 1997 approving the New Mangalore Port Trust Employees (Leave) Amendment Regulation, 1997.

[Placed in Library, See No. LT 537/98]

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 212 of the Motor Vehicle Act, 1988:—

- (i) The Central Motor Vehicle (Amendment) Rules, 1998 published in Notification No. G.S.R. 29(E) in Gazette of India dated the 15th January, 1998.
- (ii) The Central Motor Vehicle (Amendment) Rules, 1998 published in Notification No. G.S.R. 46(E) in Gazette of India dated the 21st January, 1998.
- (iii) The Motor Vehicles (All India Permit for Tourist, Tourist Transport Operators) Amendment Rules, 1998 published in Notification No. G.S.R. 83(E) in Gazette of India dated the 23rd February, 1998.
- (iv) The Central Motor Vehicles (Amendment) Rules, 1997 published in Notification No. G.S.R. 493(E) in Gazette of India dated the 28th August, 1997.

[Placed in Library, See No. LT 538/98]

12.04 hrs.

BUSINESS ADVISORY COMMITTEE

Second Report

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : Sir, I beg to present the second report of the Business Advisory Committee.

[English]

SHRI P. UPENDRA (Vijayawada): Sir, we have given notice.

MR. SPEAKER : The House will now take up Zero Hour.

...(Interruptions)

MR. SPEAKER : SHRI UPENDRA.

...(Interruptions)

MR. SPEAKER : I am coming to you.

...(Interruptions)

MR. SPEAKER : One by one please. I will allow all of you. I will call one by one.

...(Interruptions)

MR. SPEAKER : Shri Owaisi, I will allow you.

SHRI P. UPENDRA : Sir, for the last four days, large scale communal riots are taking place in the old city of Hyderabad. Several people have been killed. Houses and shops have been looted. There have been police firings. Religious places have been desecrated and there is complete anarchy. The people are living in great fear. The normal life has come to a standstill. Some parts of the city are under curfew. Thirteen police station areas are under curfew. Army has been put on alert. Rapid Action Force has also been rushed from the Centre.

Sir, the police have failed to anticipate the trouble though some incendiary pamphlets were in circulation from June 2nd. The Police Commissioner has asked the people not to believe rumours. The intelligence Agencies have failed to take action.

Though the photographers and cameramen were all ready anticipating trouble on Friday, the only persons missing were the Policemen. The Chief Minister also could not visit the place; though for four days the disturbances were there, he did not visit for three days.

SHRI K. YERRANNAIDU (Srikakulam) : This is not correct. He has already visited some places. How can he say that?

SHRI P. UPENDRA : He can say it later. He can speak afterwards.

For the first three days he could not go because the Police advised him on security reasons not go to. Only

yesterday he visited the curfew area where there were no people. He could not meet any people.

Now there is complete breakdown of law and order in the State. We met the Prime Minister also a few days ago. A delegation of MPs met him and brought the situation in Andhra Pradesh to his notice. There are large scale killings, kidnappings, violence, murder and rapes all over the State. There is political harassment of the Congress Party workers. There is complete breakdown of the law and order.

We brought several instances to the notice of the Prime Minister also and we demanded that a Central team must visit the State for an on-the-spot study of the situation. They are sending it wherever it is convenient. They sent a team to Tamil Nadu because it was convenient. Then they sent a Central team to West Bengal.

MR. SPEAKER : There are others also to speak on the same subject.

SHRI P. UPENDRA : Here also, why are they refusing to send a Central team? Is it because they are dependent on the Telugu Desam Party for survival? It seems that the situation demands a visit of a Central team and the Prime Minister and the Home Minister must make a statement on the current situation in Hyderabad as well as in Andhra Pradesh. The Prime Minister and the Home Minister also should react and say what they are going to do in the situation.

[Translation]

SHRI S.S. OWAISI (Hyderabad) : Mr. Speaker, Sir, Hyderabad is my constituency where this incident took place. A pamphlet was issued and it was distributed continuously for eight days. We informed the police time and again and asked the Chief Minister to seize this pamphlet but the same was not done. They were informed in advance regarding the violence to be erupted on Friday. Central Intelligence informed the police, but they remained silent. It is surprising that representatives of Siti Cable were fixing the cameras on bus depots as if they know that the violence is going to be erupted and buses will be set afire. Cameras were installed on those shops which were looted and set ablaze. It was shown on the Siti Cable at 7.30 p.m. All this happened but Government is not prepared to take any step. Next day, same incidents happened again and it all started with the Vajpayee Government. Telgu Desam ... (Interruptions)

[English]

MR. SPEAKER : Please. This is not a discussion.

[Translation]

SHRI S.S. OWAISI : I can tell you one more incident ... (Interruptions)

[English]

MR. SPEAKER : Shri Upendra already raised this matter. This is not a discussion. This is zero Hour.

[Translation]

SHRI S.S. OWAISI : 68 incidents have happened here and 23 incidents took place in one day on 8th April. There was a nexalite lady named "Hussain Bee" in Mahboob Nagar who declared her identity to the Chief Minister and was leading a peaceful life. That lady was abducted by police and 13 policemen raped her. It is the state of law and order ... (Interruptions)

[English]

SHRI K. YERRANNAIDU : Not only in Andhra Pradesh but everywhere in the country these incidents are taking place.

[Translation]

SHRI S.S. OWAISI : A 14 year old girl named Haji Begum was also raped in the same Mahboob Nagar locality and no action has been taken till date. Wahid Khan belonging to Muslim community was burnt alive ... (Interruptions)

[English]

MR. SPEAKER : Please conclude.

[Translation]

SHRI S.S. OWAISI : Please wait, people are dying there and you are not ready to listen ... (Interruptions) Mumtaj Begum of Kajri was raped and muslims were killed in Guntur. Mosques were set afire in Anantpur, Nirmal, Prakasam and Rangareddy. 32 mosques were damaged in Hyderabad in two days on 5th of June. Is it the secular Government? 5 mosques in Hyderabad, 18 in Rangareddy and 11 in Digar Ajla towns were damaged. An attack was made on the House of a CID Inspector. Police shoot him dead while he was using his service revolver to fire in the air. Is this the law and order? A 16 year old boy approached the police for help and he was shot down by police itself ... (Interruptions)

[English]

MR. SPEAKER : Please conclude.

... (Interruptions)

SHRI K. YERRANNAIDU : This is a law and order matter. How can he raise it in the Zero Hour? ...(*Interruptions*). It is purely a law and order subject. ...(*Interruptions*)

MR. SPEAKER : Nothing will go on record except the speech of Dr. T. Subbarmi Reddy.

...(*Interruptions*)*

SHRI K. YERRANNAIDU : Sir, have you allowed him? ...(*Interruptions*)

MR. SPEAKER : Nothing will go on record except what Dr. T. Subbarami Reddy says.

...(*Interruptions*)*

[*Translation*]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, what is the reaction of the Government? Both the Prime Minister and Home Minister are sitting here ...(*Interruptions*)

[*English*]

MR. SPEAKER : The Hon. Minister of Home Affairs would like to respond. Please take your seat.

- ...(*Interruptions*)

MR. SPEAKER : The hon. Minister of Home Affairs would like to respond. Please take your seat. Shri Owaisi, please take your seat.

...(*Interruptions*)

[*Translation*]

SHRI MOHAN SINGH : What action is being taken by the Union Government in this regard?

[*English*]

SHRI G.M. BANATWALLA (Ponnani) : The hon. Home Minister should respond after hearing all of us....(*Interruptions*)

MR. SPEAKER : This is not a discussion. I have allowed only two Members on this subject. The hon. Minister would like to respond.

...(*Interruptions*)

SHRI E. AHAMED (Manjeri) : My Party may also like to participate in the discussion ...(*Interruptions*)

MR. SPEAKER : The hon. Minister would like to respond.

...(*Interruptions*)

SHRI G.M. BANATWALLA : He should respond after hearing all of us. ...(*Interruptions*)

MR. SPEAKER : Shri Banatwalla, please understand, this is not a discussion. This is Zero Hour. Please take your seat.

...(*Interruptions*)

MR. SPEAKER : Madam, please take your seat.

...(*Interruptions*)

MR. SPEAKER : Nothing will go on record. Shri Banatwalla, please take your seat.

...(*Interruptions*)*

MR. SPEAKER : Please take your seat. I will allow you.

...(*Interruptions*)

MR. SPEAKER : Please take your seat.

...(*Interruptions*)

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI) : Sir, the law and order and public order are State subjects ...(*Interruptions*)

MR. SPEAKER : Shri Mohan Singh, this is not good. You are a senior Member. Please understand.

...(*Interruptions*)

MR. SPEAKER : Shri Shailendra Kumar, Shri Ramdas Athawale, please take your seats. This is not good and fair also. How can I call all the Members?

...(*Interruptions*)

MR. SPEAKER : Shri Thomas, please take your seat.

...(*Interruptions*)

SHRI L.K. ADVANI : Sir, in this House, Parliament had always taken notice of communal disturbances which were taking place in different parts of the country.

And for Government particularly, communal harmony and maintaining communal harmony is the paramount consideration. So, ever since the time the Central Government became aware that some disturbance had taken place in Hyderabad, we have been in constant touch with the State Government and if the Chair permits me, I would come forth with a full statement on the happenings of the last three or four days with what the Central Government has done in order to give assistance to the State Government to maintain communal harmony and peace there ...*(Interruptions)*

12.16 hrs.

(SHRI P.M. SAYEED *in the Chair*)

MR. CHAIRMAN : I shall hear you one by one, not all together.

...*(Interruptions)*

[Translation]

SHRI S.S. OWAISI : Mr. Speaker, Sir, we are living under the constant danger of death. Nobody is bothered about us. I can tell the names of the ladies who have been harrassed ...*(Interruptions)*

[English]

MR. CHAIRMAN : Shri Owaisi, the Home Minister has already stated that he will make a statement. What more can he give you at the moment?

...*(Interruptions)*

[Translation]

DR. SHAFIQR RAHMAN BARQ (Moradabad) : Mr. Speaker, Sir, this Government cannot protect the Muslims in the country ...*(Interruptions)*

[English]

MR. CHAIRMAN : Shri Ahamed, the Home Minister has already said that he will make a statement.

...*(Interruptions)*

SHRI K. YERRANNAIDU : Sir, my humble request is that nothing should go on record on the same issue. Already the Home Minister has reacted that he will make a statement in the coming days ...*(Interruptions)*

MR. CHAIRMAN : Shri T. Subbarami Reddy.

...*(Interruptions)*

MR. CHAIRMAN : Please take your seats. I have called Shri T. Subbarami Reddy, no one else.

...*(Interruptions)*

[Translation]

SHRI S.S. OWAISI : Mr. Speaker, injustice is being done to us.

[English]

MR. CHAIRMAN : Shri Reddy has given notice. His name is there. After Shri Reddy, I may give chance to other.

...*(Interruptions)*

[Translation]

SHRI RAM VILAS PASWAN (Hajipur) : Mr. Chairman, Sir, Hon'ble Home Minister has just now stated that he will give the statement on this issue if the Hon'ble Speaker permits, but the Speaker has not given permission. Therefore, I request you to permit the Hon'ble Home Minister to give a statement in the House ...*(Interruptions)*

SHRI MOHAN SINGH : Mr. Chairman, Sir, Hon'ble Home Minister may be directed to make the statement on both Hyderabad and Moradabad ...*(Interruptions)*

[English]

MR. CHAIRMAN : I was also sitting there. As I understand, he has already said that he will make a statement.

SOME HON. MEMBERS : No, no ...*(Interruptions)*

SHRI G.M. BANATWALLA : He has only said 'if the Chair permits' ...*(Interruptions)*

SHRI L.K. ADVANI : Mr. Chairman, Sir, I have also mentioned that Parliament has always taken note of communal disturbances in any part of the country. So, even though it may be a law and order subject, I am sure that the Chair would permit me to make a statement ...*(Interruptions)*

MR. CHAIRMAN : Not like this. He will make a statement.

SHRI G.M. BANATWALLA : Sir, the date and the time should be fixed when he is going to make the statement ...*(Interruptions)* It is a subject of great importance ...*(Interruptions)*

MR. CHAIRMAN : He has to get the information from the State Government. I just cannot insist ...

...(Interruptions)

SHRI RAJESH PILOT (Dausa) : Sir, this is a very important subject. Government always comes out with a statement on such important issues at the earliest. So, the Home Minister should make the statement either today or tomorrow so that the tensions of the people could be removed ... (Interruptions)

SHRI L.K. ADVANI : I shall make the statement tomorrow, Sir.

MR. CHAIRMAN : He will make the statement tomorrow.

...(Interruptions)

MR. CHAIRMAN : Shri Ahmed, he has already said that he will make the statement tomorrow. Now Shri T. Subbarami Reddy.

...(Interruptions)

SHRI G.M. BANATWALLA : He should make the statement on both Hyderabad and Moradabad also ... (Interruptions)

MR. CHAIRMAN : I have already called Shri Reddy. The Home Minister has said that he will make the statement tomorrow. Now please take your seats.

SHRI G.M. BANATWALLA : You give a direction to him, Sir, to make a statement on both Hyderabad and Moradabad ... (Interruptions)

[Translation]

DR. SHAFIQR RAHMAN BARQ : Mr. Chairman, Sir, I request that the statement should be made both on Hyderabad and Moradabad.

[English]

SHRI E. AHAMED (Manjeri) : Sir, the hon. Home Minister has said that communal disturbances ... (Interruptions) Please give me only one minute. ... (Interruptions)

[Translation]

DR. SHAFIQR RAHMAN BARQ : Mr. Chairman, I have given the notice for calling attention motion ... (Interruptions)

[English]

MR. CHAIRMAN : No, this is not the way. You cannot dictate the House like this. Do not do that. I want you to sit down. I am on my legs.

...(Interruptions)

[Translation]

DR. SHAFIQR RAHMAN BARQ : Discussion is not being held ... (Interruptions)

[English]

MR. CHAIRMAN : Please sit down, Dr. Shafiqur Rahman Barq.

[Translation]

DR. SHAFIQR RAHMAN BARQ : I will not sit ... (Interruptions)

MR. CHAIRMAN : Please resume your seat. The hon. Minister has already ...

...(Interruptions)

SHRI ANIL BASU (Arambagh) : Sir, he is replying in a casual manner. When the House is in session and the communal disturbances are going on in the country, the Central Government should make a *suo motu* statement in the House, and take necessary steps in this regard ... (Interruptions)

MR. CHAIRMAN : Please sit down. Please sit down.

...(Interruptions)

MR. CHAIRMAN : The Hon. Minister will make a statement tomorrow.

...(Interruptions)

SHRI E. AHAMED : May I make a submission? The hon. Home Minister said that communal disturbances are a matter of grave national interest and even if it is State subject, he will make a statement. We would request him that he may also refer to what happened in Moradabad along with his statement regarding Hyderabad riots. This is my only submission.

MR. CHAIRMAN : Yes, he will.

...(Interruptions)

SHRI L.K. ADVANI : Sir, I have no objection.

MR. CHAIRMAN : He has no objection. He will include that also. Now, you please sit down.

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir, it is neither a question of statement nor the question of politics or political affiliations. It is a grave human tragedy that has taken place in Hyderabad communal riots. ...*(Interruptions)* Let me complete ...*(Interruptions)*

SHRI K. YERRANNAIDU : Sir, he is raising the same matter. The Home Minister has already said that he would make a statement tomorrow. ...*(Interruptions)*

MR. CHAIRMAN : Dr. Reddy, your subject is relating to airport.

...*(Interruptions)*

SHRI VILAS MUTTEMWAR (Nagpur) : At least listen to him, Sir.

DR. T. SUBBARAMI REDDY : I am not finding fault with anybody. There is no politics in it and I am merely speaking ...*(Interruptions)*

MR. CHAIRMAN : Dr. Reddy, your subject is 'transfer of Vishakhapatnam Airport from the Indian Navy to the Airport Authority of India'. You speak on that subject.

DR. T. SUBBARAMI REDDY : I have given notice to speak in the riots in Hyderabad and also about Vizag Airport. My most important question is ...*(Interruptions)*

SHRI K. YERRANNAIDU : Sir, how can he raise two matters in one day?

MR. CHAIRMAN : As per the list, your subject is 'transfer of Vishakhapatnam Airport from the Indian Navy to the Airport Authority of India'. You please confine yourself to it. The other matter has already been settled and the hon. Minister will be making a statement tomorrow.

DR. T. SUBBARAMI REDDY : The Central Government and the Home Ministry must make special efforts to solve the problem of riots in Hyderabad. These reports are of no use. It is a question of human tragedy that is taking place. It is not a question of politics. I am telling ...*(Interruptions)*

SHRI K. YERRANNAIDU : Is he speaking in a discussion on the subject? ...*(Interruptions)*

MR. CHAIRMAN : Dr. Reddy, please speak on the subject.

DR. T. SUBBARAMI REDDY : All right. I will speak about airport now.

SHRI K. YERRANNAIDU : Now, Hyderabad is very peaceful and everything is under control. The Government has taken all steps in order to restore peace and communal harmony. Why do these people, who are bothered about the incident, not understand that during the Congress regime, hundreds of people were killed? Now, only eight people have died ...*(Interruptions)*

DR. T. SUBBARAMI REDDY : He is a former Minister. He does not understand what I am saying. I am merely requesting the Minister to help the State. Why does he not understand? Why is he talking in a different way? ...*(Interruptions)*

MR. CHAIRMAN : Shri Bachi Singh Rawat 'Bachda'.

[Translation]

SHRI AJIT JOGI : Mr. Chairman, Sir, the most important thing is that the Hon'ble Prime Minister is present here ...*(Interruptions)* Congress President had written a letter to him regarding the construction of Ram Mandir ...*(Interruptions)* He has replied in that regard ...*(Interruptions)* The entire country is worried about that ...*(Interruptions)*

[English]

MR. CHAIRMAN : Shri Mulayam Singh.

DR. T. SUBBARAMI REDDY : Sir, let me complete.

MR. CHAIRMAN : Please complete.

DR. T. SUBBARAMI REDDY : I will complete now. People talk hundred times, but I talk only once. Even if somebody is objecting, I should be permitted to speak.

MR. CHAIRMAN : You are speaking now.

DR. T. SUBBARAMI REDDY : What I am saying is that this is a very burning point. Before speaking about my Zero Hour subject, I was saying 'no politics'. Here, we are all together. We are very much upset and worried on the tragic event. I am requesting the hon. Home Minister not only to make a statement, but the Central Government must also take steps to see why this problem has occurred and that it should not occur in future. I wanted to make a small reference only. There is nothing wrong in it. I have got a right to speak about it when something is so important. Now, this point is over.

MR. CHAIRMAN : Dr. Reddy, this is Zero Hour and you will have to confine to your subject.

DR. T. SUBBARAMI REDDY : If I speak about some other subject, they are not moved. Therefore, I wanted to touch their subject.

SHRI P.C. THOMAS (Muvattupuzha): Due to communal riots, he is not that much interested to speak about the airport first.

DR. T. SUBBARAMI REDDY : Sir, if I speak about other subjects, they will say that the communal riots is the only important subject. Therefore, I wanted to touch that subject and then come to my subject regarding the airport at Visakhapatnam ...*(Interruptions)*

Sir, as on today, the Visakhapatnam airport is under the control of the Ministry of Defence and the Navy is controlling the Visakhapatnam airport for security reasons. ...*(Interruptions)*

[Translation]

SHRI MOHAN SINGH (Deoria) : Mr. Chairman, Sir, please call them.

DR. T. SUBBARAMI REDDY : What is this? You go on speaking, we will walk out of the House ...*(Interruptions)*

[English]

I hardly speak during the Zero Hour. ...*(Interruptions)*

MR. CHAIRMAN : Shri Reddy, you have to address the Chair. You are not doing that. That is why you are inviting trouble.

DR. T. SUBBARAMI REDDY : Sir, the most important point is, in my constituency, Visakhapatnam there are industrial projects worth Rs. 20,000 crore. They are giving a lot of employment opportunities to the people and some more industries worth another Rs. 20,000 crore are going to come to Visakhapatnam. But the unfortunate thing is, the air bus flights cannot land there. For the past two years, we have been raising the matter here and writing letters to the Government of India. Our State Government has been contacting the Government of India, but there is no result till today. The Ministry of Civil Aviation has not taken any action so far and we feel very sad about it.

Secondly, the Visakhapatnam airport is under the control of the Ministry of Defence and the Navy is controlling it for security reasons. There is nothing wrong in it. But the development of the airport can be done only by the National Airport Authority of India. As a Member of Parliament representing Visakhapatnam constituency, I have been writing letters to the Ministry of Civil Aviation, but no action has been taken till today.

There is a meeting to be held between the Ministry of Defence and the Ministry of Civil Aviation. So, I would request the hon. Prime Minister to intervene in this matter to solve the problem and see that the Ministry of Defence gives permission to the Ministry of Civil Aviation to start the modernisation work of Visakhapatnam airport.

Sir, Shri Ananth Kumar is a young and dynamic Minister. He must show his capacity and see that Visakhapatnam, the most important industrial city of South India which is going to have some more industries worth Rs. 20,000 crore in future, is given a gift of an international airport expansion in future.

[Translation]

SHRI MULAYAM SINGH YADAV (Sambhal) : Mr. Chairman, Sir, I would like to draw your attention towards two or three points. Hon'ble Home Minister will give the statement but some facts have been left which I would like to bring to his knowledge. Hon'ble Minister should consider them while giving statement ...*(Interruptions)*

[English]

MR. CHAIRMAN : This is not correct. Let us hear him.

...*(Interruptions)*

MR. CHAIRMAN : I have called him. Please do not disturb him.

...*(Interruptions)*

MR. CHAIRMAN : Please cooperate.

[Translation]

SHRI MULAYAM SINGH YADAV : Mr. Chairman, Sir, it is good that a camp has been started yesterday or day before yesterday ...*(Interruptions)* I do not know why these people get disturbed whenever I start speaking ...*(Interruptions)*

MR. CHAIRMAN : Please speak, what you want to speak.

SHRI MULAYAM SINGH YADAV : I would like to raise two issues ...*(Interruptions)* First is that Shri Sallahudin has clearly mentioned the names of the women harassed alongwith dates. The Chief Minister of Andhra Pradesh, police and Intelligence Department have all information about it. What would be the fate of the general public when the Inspector of the Intelligence Department was shot dead by the police itself. What else can be more serious than this ...*(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : He is again raising this issue ...*(Interruptions)* My submission is that discussion has already been held on this issue ...*(Interruptions)* Now the reply has to come ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV : What is the reason that riots will take place only in Moradabad, Hyderabad and Behraich. Hon'ble Minister should give the statement with serious consideration. I represent the Sambhal Parliamentary Constituency. Shri Shafiqur Rehman is a Member of Parliament from Moradabad constituency and Shri Sallahudin represents the Hyderabad constituency. How the riots are taking place only on those places where opposition has won the elections? There are many such examples but I am quoting only two as the time given is very short. After all why riots are taking place only at those places from where opposition members have been elected.

Now please tell whether these riots are not politically motivated?

MR. CHAIRMAN : All these points are related to States.

SHRI MULAYAM SINGH YADAV : I would like to say that ...*(Interruptions)* Whether it is the State Government or Central Government, riots are taking place only at those places where members of Bhartiya Janata Party have been defeated.

[English]

MR. CHAIRMAN : Please resume your seat. Do you not want to hear me?

[Translation]

SHRI MULAYAM SINGH YADAV: While giving the statement Hon'ble Home Minister may please give attention towards the fact as to why the riots are being erupted there. Therefore, we are making a clear charge that riots are being instigated intentionally at those places where BJP has been defeated.

12.31 hrs.

Question of Privilege

SHRIMATI RAMA DEVI (Motihari): Mr. Chairman, Sir, I may please be heard as this matter relates to women.

I would like to state about the misbehaviour done with me by the DSP, CBI on 4th. I had given the notice

of Privilege Motion to Hon'ble Speaker on 5th and 9th April, 1998. I have written on a paper the derogatory remarks made against me. When they came to my house with search warrant, I had co-operated with them. I had opened the almirah. They searched the entire house but did not find anything objectionable. Even then they took my husband with them who was having 105° fever. I asked them to give him medical aid first but they started asking absurd questions. They also called me thief ...*(Interruptions)* They also threatened that they have handcuffed so many parliamentarians like me and will not spare me ...*(Interruptions)* You have won the elections with a very low margin of votes. I want clarification from them for using these words. What do you want? ...*(Interruptions)*

MR. CHAIRMAN: You please sit down. This matter is under consideration of the Speaker. Speaker will think over it and you will be informed accordingly.

...*(Interruptions)*

MR. CHAIRMAN: I have already told you that it is under consideration of the Speaker and after that you will be informed.

SHRIMATI RAMA DEVI: What should be done for that?

SHRI KANTILAL BHURIA (Jhabua): It is a matter of misbehaviour with a lady member.

SHRIMATI RAMA DEVI: What should be done to them for using these words?

MR. CHAIRMAN: Speaker will take the decision after studying the factual position of the matter you have given to him.

...*(Interruptions)*

SHRIMATI REENA CHOUDHARY (Mohanlalganj): This matter relates to the lady member of the House.

MR. CHAIRMAN: We cannot discuss this matter just now as this is under consideration of the Speaker.

...*(Interruptions)*

[English]

12.34 hrs.

At this stage, Shrimati Rama Devi and some other hon. Members came and stood on the floor near the Table.

[Translation]

MR. CHAIRMAN: You please go there. I will tell you. Please do not do like that.

...(Interruptions)

MR. CHAIRMAN : Please go to your seat.

...(Interruptions)

MR. CHAIRMAN : I will tell you from the beginning.

...(Interruptions)

[English]

MR. CHAIRMAN : The House stands adjourned to meet at 2.00 p.m.

12.35 hrs.

*The Lok Sabha then adjourned till
Fourteen of the Clock.*

1403 hrs.

*The Lok Sabha re-assembled at Three Minutes past
Fourteen of the Clock.*

[MR. SPEAKER in the Chair]

...(Interruptions)

Question of Privilege—Contd.

1404 hrs.

*At this stage, Shrimati Reena Chudhary and
some other hon. Members came and stood
on the floor near the Table.*

[English]

...(Interruptions)

MR. SPEAKER : I have already sent it to the Privileges Committee.

...(Interruptions)

SHRIMATI SURYAKANTA PATIL (Hingoli): It is a serious matter.

MR. SPEAKER: It is very serious and that is why, I sent it.

...(Interruptions)

MR. SPEAKER : New Members will take oath now.

14.05 hrs.

MEMBER SWORN

Shri Tarlochan Singh Tur (Taran Taran)

14.06 hrs.

Question of Privilege—Contd.

MR. SPEAKER : Please take your seats. Now, the House will take up Matters under Rule 377.

Shri Thawar Chand Gehlot.

...(Interruptions)

MR. SPEAKER : Madam, you please understand the point. You represented to me. I have taken a decision. You have asked me to send it to the Privileges Committee. Your leaders also agreed to it. So, I have sent it to the Privileges Committee. What more do you want?

...(Interruptions)

MR. SPEAKER : I have already sent it to the Privileges Committee. That is what you have asked for.

...(Interruptions)

MR. SPEAKER : Please take your seat.

...(Interruptions)

SHRI RAJESH PILOT (Dausa) : Sir, I would request you one thing. It is a question of lady Members. Of course, you have referred it to the Privileges Committee. This will not go beyond that. Please ask them to find out the position ... (Interruptions)

MR. SPEAKER : The hon. Home Minister is on his legs. Please go back to your seats. This is not the way of doing things.

...(Interruptions)

MR. SPEAKER : Please go back to your seats first.

...(Interruptions)

MR. SPEAKER : Kindly tell your Members also to take their seats.

...(Interruptions)

MR. SPEAKER : The Home Minister is already responding to it. Please go back to your seats. The hon. Home Minister is on his legs.

...(Interruptions)

MR. SPEAKER : I have allowed the hon. Home Minister. He is going to give a reply also. Please go back to your seats. This is not good.

14.10 hrs.

At this stage, Shrimati Reena Choudhary and some other hon. Members went back to their seats.

MR. SPEAKER : I have allowed the hon. Home Minister to respond. He is already responding. Please take your seats.

...(Interruptions)

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI) : Mr. Speaker, Sir, just before lunch, our hon. lady Member Shrimati Rama Devi had raised an issue on which many hon. lady Members were agitated. Thereafter, I believe, you had called them and other leaders of the parties to your Chamber where senior leader Shri Shiv Shankar made a suggestion that this issue be referred to the Privileges Committee. You had kindly agreed to do so. I believe, the Privileges Committee would look into the matter and see exactly as to what happened and take a decision.

14.11 hrs.

At this stage, Shrimati Rama Devi and some other hon. Members came and stood on the floor near the Table.

MR. SPEAKER : Please go to your seats. What is this?

...(Interruptions)

MR. SPEAKER : Please understand the procedure. Please go to your seats.

...(Interruptions)

14.11¹/₂ hrs.

MATTERS UNDER RULE 377

(i) Need to clear Multipurpose Irrigation Project on Kalisindh River in Madhya Pradesh

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur) : The Department of Water Resources has prepared a multipurpose Irrigation Project on Kalisindh river in Madhya Pradesh. This project will provide irrigation facility to thousands of acres of land of Shajapur and Raigarh districts and electricity will also be generated. The drinking water problem of Devas, Shajapur and Raigarh districts will also be solved. This project needs the approval and financial assistance from the Central Government. Approval from the Central Government is still awaited due to which a very useful project is lying pending. Therefore, I request the Union Government to ask the State Government to send the project for necessary approval and for providing funds to initiate the construction work.

[English]

MR. SPEAKER : Nothing will go on record except the Matter Under Rule 377.

...(Interruptions)*

(ii) Need for early completion of work of glass factory at Bargad in Chhatrapati Shahuji Maharaj Nagar in U.P.

SHRI RAMESH CHANDRA DWIVEDI (Banda) : The foundation stone of Continental Float Glass Factory Limited at Bargad in Chhatrapati Sahuji Maharaj Nagar (Eanier district Banda) U.P. was laid by the then Prime Minister Shri Rajiv Gandhi. More than 50% work of this factory has been completed but now the work has been suspended for the last several years. Employees are facing starvation due to non-payment of wages. Few days ago, machines worth Rs. 128 crores belonging to this factory were auctioned for only Rs. 12 crores at Mumbai Port.

The silica sand which is found in abundance in Shankargarh region of Bargad and Allahabad is sent to Calcutta and other places for manufacturing glass. Due to this unnecessary expenditure is incurred as freight charges. The completion of work of this factory will not only provide employment to local unemployed people but it will also save freight charges because of the availability of sand in the nearby area and this very backward and

*Not recorded.

no industry district will also be developed as a result thereof.

(iii) Need to take steps to check pollution of River Ganga in Garhwal and release adequate funds under Ganga Action Plan for this purpose

MAJOR GENERAL BHUVAN CHANDRA KHANDURI, AVSM (Garhwal) : A campaign is going on in the country for the last several year to make Ganga river pollution free under Ganga Action Plan. But it is a matter of regret that today Ganga start getting polluted just after its place of origin. Pilgrims in large number go to Rishikesh, Badrinath, Kedarnath in Garhwal district. Besides this, there are several towns on this route and people come in large number to these towns to conduct their daily business. Due to the non-availability of adequate toilet facilities Ganga's banks are being used as open toilets as a result it has become very difficult to reach there. This situation has become dangerous in Srinagar (Garhwal). This problem is rapidly increasing in Rudraprayag, Karnaprayag, Nandprayag etc. towns.

The Minister of Environment is requested to immediately allocate funds for construction of proper toilets at these places under Ganga Action Plan within a time limit as these were constructed at other places or according to the designs available. The construction should be started from Srinagar (Garhwal) as early as possible.

(iv) Need to Improve the Telecommunication Facilities in Bulandshahar Parliamentary Constituency, U.P.

SHRI CHHATTRA PAL SINGH (Bulandshahar): Mr. Speaker, Sir, the condition of communication (Telephone) system in Bhawan Bahadur Nagar, Khanpur Bugrasi, Jehangirabad, Anupshahar under my parliamentary constituency Bulandshahar is very critical. STD facility is far from adequate and telephone lines very often remain out of order. The telephone exchanges are obsolete and require extensive renovation. It is, therefore, requested that the Bulandshahar district may please be declared as a telephone district with a view to improve the telecommunication facilities there.

(v) Need to take steps to protect cotton mills from becoming sick in the interest of workers

SHRI MOTILAL VORA (Rajnandgaon) : Mr. Speaker, Sir, the condition of textile Industry in the country is deteriorating day by day. 233 textile mills were closed by April, 1998 due to which workers working in those mills are facing financial troubles. The main reason for the closure of these mills is steep rise in the prices of all grades of cotton, failure of fetching remunerative prices

for cotton yarn and paucity of funds. The mills which are still working are forced to cut their production by 50 percent. As a result of which the production of cotton yarn has gone down by 16.57 percent in March 1998. The Government is, therefore, requested to take necessary steps to save the cotton mills from closure and provide them required loans at reasonable rates of interests.

[English]

...(Interruptions)

MR. SPEAKER : Let them go to their seats first.

...(Interruptions)

MR. SPEAKER : Hon. Members, please go to your seats. I will call all the party leaders in my Chamber and discuss it.

...(Interruptions)

MR. SPEAKER : Please understand my point.

...(Interruptions)

MR. SPEAKER : I will call the Leaders to my Chamber. Please go to your seats.

...(Interruptions)

MR. SPEAKER : Today we have to complete the discussion on the Railway Budget.

...(Interruptions)

MR. SPEAKER : We have a lot of business to transact. The Railway Budget is there.

...(Interruptions)

MR. SPEAKER : After **Matters under Rule 377** are over, I will adjourn the House. I will call all the Leaders to my Chamber. Please go to your seats.

...(Interruptions)

MR. SPEAKER : The House stands adjourned till 2.30 p.m.

14.22 hrs.

The Lok Sabha then adjourned till thirty minutes past Fourteen of the Clock.

14.31 hrs.

The Lok Sabha re-assembled at thirty-one Minutes past Fourteen of the Clock.

[MR. SPEAKER in the Chair]

...(Interruptions)

[English]

MR. SPEAKER : Hon. Members, please take your seats.

...(Interruptions)

SHRI MOHAN SINGH (Deoria) : What has been decided ? ... (Interruptions)

MR. SPEAKER : Hon. Members, I have discussed the matter with all the Party Leaders and also the hon. Minister of Home Affairs. The matter is being sent to the Privileges Committee. I request the Government also to look into the matter and get full details.

Let us now proceed with Matters under Rule 377.

...(Interruptions)

[Translation]

MR. SPEAKER : Shri Shailendra Kumar, you please read notice under Rule 377.

...(Interruptions)

[English]

MR. SPEAKER : Hon. Members please take your seats.

...(Interruptions)

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): What action has been taken?

[Translation]

MR. SPEAKER : Action will be taken.

...(Interruptions)

SHRI SHAILENDRA KUMAR (Chail) : Mr. Speaker, Sir, I am raising this matter under Rule 377 ... (Interruptions)

MR. SPEAKER : Those who were to be given an opportunity to speak, have been given.

...(Interruptions)

[English]

MR. SPEAKER : Shri Fatmi, please take your seat.

...(Interruptions)

MR. SPEAKER : I will allow you.

...(Interruptions)

MR. SPEAKER : We are now in the middle of one item of business. Already some hon. Members have spoken under rule 377.

...(Interruptions)

MR. SPEAKER : I will allow you after five minutes.

...(Interruptions)

MR. SPEAKER : Please take your seats.

...(Interruptions)

MR. SPEAKER : Only what Shri Shailendra Kumar says will go on record.

...(Interruptions)*

MR. SPEAKER : Shri Fatmi, please take your seat. We have already discussed it.

...(Interruptions)

MR. SPEAKER : Nothing will go on record except what Shri Shailendra Kumar says.

...(Interruptions)*

14.35 hrs.

MATTERS UNDER RULE 377—Contd.

- (vi) **Need to provide adequate funds to State Government of Uttar Pradesh for providing irrigation facilities to the farmers of Allahabad, Kaushambi and Fatehpur Districts**

[Translation]

SHRI SHAILENDRA KUMAR (Chail) : Mr. Speaker, Sir, the tube-wells and ponds have dried up in the rural regions of Allahabad, Kaushambi and Fatehpur districts due to drought. As a result thereof crops of most of the farmers in this area have dried up. Due to drought water

*Not recorded.

is not reaching upto the end of canals and as a result the farmers of lower category are on the verge of starvation.

Tillahapur (Saidpur), Chail and Guroli (Manjhanpur) in Uttar Pradesh fall under Kaushambi district. The lift irrigation scheme-Kisanpur Pump linked with canal facilities in the area has not been completed yet. The problem being experienced by the farmers of this area can be solved to a great extent if the above lift irrigation scheme is completed.

The Central Government is therefore, requested to make necessary arrangements for providing irrigation facilities to the farmers of this area and also to release adequate funds to the Government of Uttar Pradesh to provide compensation to the farmers whose crops have been affected by drought.

...(Interruptions)

[English]

MR. SPEAKER : Shri Fatmi, please take your seat. It is not good.

...(Interruptions)

MR. SPEAKER : Shri Raghuvansh Prasad Singh, please take your seat.

...(Interruptions)

MR. SPEAKER : It is not the right procedure also.

...(Interruptions)

MR. SPEAKER : You are a 'third' person how can you speak? Please understand as to how you can speak, since you are a 'third' person.

Prof. Ajit Kumar Mehta.

...(Interruptions)

MR. SPEAKER : Shri Fatmi, please take your seat.

...(Interruptions)

MR. SPEAKER : Nothing will go on record except what Prof. Ajit Kumar Mehta says.

...(Interruptions)*

MR. SPEAKER : Madam, this is too much. First you may go back to your seat. This is too much; and you cannot do like this.

...(Interruptions)

SHRI RAJESH PILOT (Dausa): The Home Minister has assured; the Speaker has assured; the party leaders should make her understand this ...(Interruptions)

MR. SPEAKER : Please take your seats. You should know the procedure also. You may please go back to your seat.

...(Interruptions)

MR. SPEAKER : Shri Shallendra Kumar, I have been observing you; you are making a lot of noise. This is not good.

...(Interruptions)

MR. SPEAKER : Please go back to your seat.

(vii) **Need to release adequate funds to State Government of Bihar for repair and renovation of old bridge on Budi Gandak in Vibhutipur Block of Samastipur District.**

[Translation]

PROF. AJIT KUMAR MEHTA : Mr. Speaker, Sir, a bridge had been constructed on river Budi Gandak in the Vibutipur block of district Samastipur in Bihar by the then Narhan State before independence. This bridge connects Samastipur with Begusarai district. It serves as most convenient and shortest route for the residents of Chiriya Bariapur block falling under Begusarai and Narhan. As bridge is very old it stands today in a dilapidated condition and could collapse any time. In the event of any such eventuality, it can cause loss of life and property.

The Government is therefore, requested to take steps to renovate the bridge and provide adequate funds to the State Government for this purpose.

SHRI PRABHUNATH SINGH (Maharajganj) : Mr. Speaker, Sir, development activities are at a standstill in my constituency, Maharajganj. The funds disbursed by Central Government under Jawahar Rojgar Yojana, Employment Assurance Scheme, Indira Awas Yojana and other schemes are not being utilised; rather they are being misused.

[English]

MR. SPEAKER : Nothing except the statement will go on record. Only the text will go on record.

...(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH : Such is the position not only in my constituency but throughout the State of Bihar. A detailed representation was sent to the Central Government by the Hon'ble Governor of Bihar in this regard. ...*(Interruptions)*

[English]

MR. SPEAKER : Nothing will go on record except the text.

...*(Interruptions)**

MR. SPEAKER : Nothing will go on record.

...*(Interruptions)**

MR. SPEAKER : Shri Kuppusami.

...*(Interruptions)*

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

[Translation]

MR. SPEAKER : It is not allowed under Rule 377.

...*(Interruptions)*

[English]

MR. SPEAKER : Shri P.C. Thomas.

...*(Interruptions)*

MR. SPEAKER : Shri Prabhunath Singh, please take your seat. You must follow the procedure.

...*(Interruptions)*

MR. SPEAKER : Please take your seat. Matters under Rule 377 are going on. What is this? You are a senior Member.

...*(Interruptions)*

MR. SPEAKER : Nothing will go on record.

...*(Interruptions)**

MR. SPEAKER : Please take your seat now.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE (Bolpur) : Sir, in the name of Rule 377, he says whatever he wants to say ...*(Interruptions)* I am on a point of order. This is a question of the prestige of this House ...*(Interruptions)*. There are well-established rules and conventions about Rule 377. Only those matters are raised which have the permission of the Speaker. Nobody is allowed to speak even a sentence apart from the text ...*(Interruptions)*

Mr. Speaker Sir, we are being told that certain things which have been said on the floor of the House are in the statement under Rule 377. He has said it more than once on the floor of the House. If it is so, it is a gross breach of privilege of the House ...*(Interruptions)* Sir, how is it that the floor of the House is being misused to make allegations against a State Government on the pretext of reading a statement under Rule 377 ?

SHRI RAJESH PILOT (Dausa) : It is a wrong tradition.

SHRI SOMNATH CHATERJEE : Unless these things are stopped, there is no point in carrying on this House. The rules are thrown to the winds ...*(Interruptions)* Therefore, I submit that this is grossly impertinent. It is not only irregular, but it is also impertinent to read out something and tell the hon. Members and the hon. Speaker that it is contained there ...*(Interruptions)*

It is also a serious matter if it has been permitted by your office. Therefore, we want to know what is your ruling on that ...*(interruptions)*

[Translation]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, it should be expunged from the records ...*(Interruptions)*

[English]

MR. SPEAKER : Shri P. Shiv Shanker.

...*(Interruptions)*

MR. SPEAKER : Shri Prabhunath Singh, please take your seat.

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, Sir, the Hon'ble Member has raised an objection about my reading it out, hence I want to say ...*(Interruptions)*

[English]

MR. SPEAKER : I have allowed Shri P. Shiv Shanker.

...*(Interruptions)*

MR. SPEAKER : Please take your seat.

SHRI SOMNATH CHATTERJEE : What he has read out is contained in the notice under Rule 377 or not? Let us see that.

MR. SPEAKER : Shri Prabhunath Singh, please take your seat.

...(Interruptions)

MR. SPEAKER : Please take your seat first.

SHRI P. SHIV SHANKER (Tenali) : What has happened just now is a case of blatant breach of confidence that the House has got in the Member of this House. The learned Member while trying to raise the matter under Rule 377 showed that he was only reading what was contained in the paper ...(Interruptions)

He has said something entirely different and more than perhaps what is written there, everytime making all of us believe that he has been reading only what is there on the paper. This is a clear case of a breach of privilege. I would request that the matter must immediately be referred to the Committee of Privileges against this hon. Member ...(Interruptions)

MR. SPEAKER : Shri Prabhunath Singh, please take your seat.

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, Sir, as this is a matter related to me, hence my views should be heard. ...(Interruptions)

[English]

MR. SPEAKER : No, no. I will give you a chance.

SHRI MUKUL WASNIK (Buldana) : Whatever he has expressed, let the hon. Member explain before the Committee of Privileges ...(Interruptions) Let him explain it before that Committee because it is a clear-cut case. ...(Interruptions) The hon. Member had been trying to say that he was reading from the text.

SHRI SAMIK LAHIRI (Diamond Harbour) : What is your ruling?

MR. SPEAKER : If those things that he has already mentioned are not there in the text, these will not go on record.

...(Interruptions)

MR. SPEAKER : I will go through it now.

...(Interruptions)

SHRI P. SHIV SHANKER (Tenali) : It is a case of breach of privilege.

MR. SPEAKER : I will go through the record. Now, Shri P.C. Thomas.

...(Interruptions)

MR. SPEAKER : The Minister of Home Affairs would like to say something.

...(Interruptions)

MR. SPEAKER : Shri Fatmi, please take your seat.

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI) : The misgivings expressed by hon. Members from the Opposition are quite correct. After all, under Rule 377, a written piece is given to the Speaker on the basis of which it is admitted and the hon. Member reads out what he has been given ...(Interruptions) Therefore, if any hon. Member departs from that in a major way and brings in a major issue of a different nature, the Speaker would be presumed to have given permission to that ...(Interruptions)

SHRI P. SHIV SHANKER : No, no. ...(Interruptions)

MR. SPEAKER : Let him complete.

SHRI L.K. ADVANI : Therefore, the complaint raised by the Opposition is very valid because otherwise it would seem to be a kind of a reflection on the hon. Speaker. ...(Interruptions) Therefore, I would plead with the hon. Member to withdraw all that he has said appear from what has been permitted to him ...(Interruptions)

SHRI SOMNATH CHATTERJEE : He should also apologise ...(Interruptions)

SHRI P. SHIV SHANKER : Sir, he must apologise ...(Interruptions) He has misled the House; he has misled the hon. Speaker by saying that he is reading out ...(Interruptions)

SHRI SOMNATH CHATTERJEE : That is what we expect of him ...(Interruptions) I know your commitment to Parliamentary democracy. In spite of our protests he is insisting that whatever he is reading, it is there in the text ...(Interruptions) He is reading the same thing four times ...(Interruptions) He is telling the House that he is reading what is there in the text ...(Interruptions) and is

misleading the House ...*(Interruptions)* Should he not apologise? ...*(Interruptions)*

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

SHRI P. SHIV SHANKER : This has never happened earlier ...*(Interruptions)* This has never been done by any Member in this House ...*(Interruptions)*

MR. SPEAKER : Please take your seat. I have allowed him.

...*(Interruptions)*

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

MR. SPEAKER : Please take your seat.

[Translation]

SHRI PRABHUNATH SINGH : I will read out what I have written.

[English]

SHRI SAMIK LAHIRI : Sir, he should apologise ...*(Interruptions)* You should give your ruling ...*(Interruptions)*

MR. SPEAKER : I have already given by ruling.

...*(Interruptions)*

SHRI ANIL BASU (Arambagh) : Sir, you are the custodian of the House ...*(Interruptions)*

MR. SPEAKER : Mr. Acharia, please take your seat.

...*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura) : Sir, I am on a point of order.

Sir, you have heard our views and the hon. Home Minister also has said that it is a very serious matter. It is showing disrespect to the House by the hon. Member. We want a ruling from the Chair. You please give your ruling ...*(Interruptions)* The matter should be referred to the Privileges Committee. The hon. Home Minister has requested the hon. Member to withdraw what has been said by him.

Sir, I would like to know about your ruling on this ...*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : Please allow him to withdraw ...*(Interruptions)*

SHRI P. SHIV SHANKER : Sir, he should apologise ...*(Interruptions)*

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

SHRI MUKUL WASNIK : He has to apologise ...*(Interruptions)*

SHRI PRAMOTES MUKHERJEE (Berhampore) (WB) : He has to withdraw ...*(Interruptions)*

MR. SPEAKER : Please understand that he is giving the explanation. Please take your seat.

...*(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, Sir, I had given a notice under Rule 377. I would read out a line from the statement made therein. In this regard, a detailed report has been sent to the Central Government by Hon'ble Governor of Bihar. I want that the Central Government should take an action at its own level. I have repeated this very point five or seven times ...*(Interruptions)*

[English]

SHRI MUKUL WASNIK : Sir, again he is misleading the House ...*(Interruptions)*

MR. SPEAKER : Nothing will go on record.

...*(Interruptions)**

MR. SPEAKER : Please understand. He is a new Member. He is giving his explanation.

...*(Interruptions)*

SHRI MUKUL WASNIK : Sir, instead of withdrawing his words and apologising, the Member is confirming what he has said earlier ...*(Interruptions)*

MR. SPEAKER : That is why I say that the Orientation Programme should be conducted for the new Members.

...*(Interruptions)*

MR. SPEAKER : Shri Prabhunath Singh, what is your explanation? Please correctly give your explanation.

...(Interruptions)

MR. SPEAKER : I would like some Orientation Programme to be conducted for the new Members.

...(Interruptions)

MR. SPEAKER : Nothing will go on record.

...(Interruptions)*

SHRI MUKUL WASNIK : Sir, you may direct the Member not to give his explanation but tender a clear cut withdrawal and apology ...(Interruptions)

MR. SPEAKER : Shri Singh, you may please address to the Chair.

...(Interruptions)

[Translation]

SHRI RAGHUVANSH PRASAD SINGH (Vaishali) : He is repeating the same point. Hon'ble Member has again read it out, even then you are asking ...(Interruptions)

[English]

MR. SPEAKER : Nothing will go on record except what Shri Prabhunath Singh is saying.

...(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, the development activities are at a standstill in my constituency, Maharajganj. The funds given by the Central Government ...(Interruptions)

[English]

MR. SPEAKER : Please take your seat. Please understand the Rules. You are on the Panel of Chairmen also.

...(Interruptions)

15.00 hrs.

MR. SPEAKER : What is your explanation?

...(Interruptions)

MATTERS UNDER RULE 377—Contd.

(viii) Need for early opening of a Central School at Mashrakh, Bihar.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj) : Sir, the development work is completely at a standstill in my Constituency, Maharajganj. The funds provided by the Central Government under Jawahar Rojgar Yojana, Employment Assurance Scheme, Indira Awas Yojana and other schemes are not being utilised; rather they are being misused. Such is the position not only in my constituency but throughout Bihar. In this connection, a detailed report was sent to the Central Government by the Hon'ble Governor of Bihar also. I want the Union Government to take action at its level so that development work is undertaken in my constituency.

A Central School sanctioned by the previous Government has not been opened. Even when all the formalities have been completed in the Mashrakh Legislative Assembly constituency, falling under my Parliamentary Constituency and the sanction regarding providing the land for opening the school has already been sent to the Central Government by the Collector, further action in this regard is lying pending and I have also written to the present Minister of Human Resource Development in this connection.

Therefore, I request the Central Government to set up a Central School at Mashrakh ...(Interruptions)

[English]

MR. SPEAKER : Shri Prabhunath Singh, what is your explanation?

...(Interruptions)

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, Sir, I did not intend to say anything in contravention of the decorum of the House. Being a new member, I may have spoken slightly different words but I did not intend to hurt the sentiments of the members. I have read out the matter under Rule 377. It should be deemed as the correct version. I withdraw my earlier statement ...(Interruptions)

[English]

MR. SPEAKER : Please understand, he is a junior Member,

...(Interruptions)

MR. SPEAKER : Shri Thomas, please take your seat.

...(Interruptions)

MR. SPEAKER : Shri Fatmi, take your seat.

...(Interruptions)

MR. SPEAKER : Shri Advani is on his legs. Please take your seats.

...(Interruptions)

MR. SPEAKER : Shri Ahmed, take your seat.

...(Interruptions)

SHRI ANIL BASU (Arambagh) : Sir, I am on a point of order.

MR. SPEAKER : I will come to you later; please take your seat.

SHRI ANIL BASU : Mr. Speaker, Sir, as per Rule 377(C) of the Rules of Procedure and Conduct of Business in Lok Sabha, only the text approved by the Speaker shall go on record in matters raised under that Rule.

Sir, you are the custodian of the House. You have to keep the honour, dignity and decorum of the House. This House cannot be taken for a ride by any hon. Member of the House. The hon. Member has shown disrespect to the House. He indulged in contempt of the House. So, this matter should be sent to the Privileges Committee for proper action. I want your ruling on this.

MR. SPEAKER : Please take your seat.

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI) : Mr. Speaker, Sir, I have requested the hon. Member to withdraw everything that he had said apart from the text on which he had given notice ...(Interruptions) He has not done it. Therefore, even though he belongs to the Treasury benches, I will request you to expunge everything else that he had said ...(Interruptions)

MR. SPEAKER : Let him complete. Please take your seat.

...(Interruptions)

[Translation]

SHRI L.K. ADVANI : There are many Members in this House and all of them respect the sentiment of the House. ...(Interruptions) If any disrespect is caused unknowingly, it does not lower one's prestige to seek an apology for the same ...(Interruptions) Hon'ble Member is a new Member, hence he is not aware of the conventions ...(Interruptions) Being a new member he does not have knowledge of traditions. ...(Interruptions) Hence, I apologise on his behalf and on behalf of my party. ...(Interruptions)

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Sir, this is not the first time such an incident has occurred in the House. Such incidents have occurred hundreds of times ...(Interruptions) Hon'ble Member has sought an apology and nothing more could be said in this regard.

[English]

MR. SPEAKER : Shri P.C. Thomas.

...(Interruptions)

SHRI MUKUL WASNIK (Buldana) : The hon. Home Minister should standup and say that he does not agree that the hon. Member has withdrawn completely. ...(Interruptions)

MR. SPEAKER : We have to complete the discussion on the Railway Budget today. Please understand the position. This is a small matter.

...(Interruptions)

MR. SPEAKER : The hon. Home Minister has already given a reply. Please understand.

...(Interruptions)

[Translation]

SHRI HARI KEWAL PRASAD (Salempur) : Hon'ble Member has admitted his fault ...(Interruptions) He has stated that if some colleagues have been hurt, he withdraws his words. He has said so categorically ...(Interruptions)

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga) : Mr. Speaker, Sir, please listen to me. ...(Interruptions)

[English]

MR. SPEAKER : Shri Fatmi, please take your seat. Nothing will go on record.

...(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH : Mr. Speaker, Sir, I have stated earlier also that I am a new member and I had no such intention ... (Interruptions) I did not intend to speak in such a manner so as to violate the decorum of the House. I do not wish to say such things as may offend any member. I do not want to do that. I have said earlier also that if any such language has been used, I express my regrets once again.

MATTERS UNDER RULE 377—Contd.

(ix) **Need to Send a Special Team to Study the Tourism Potentials of Eastern Districts of Kerala**

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Eastern areas of Kerala are most beautiful with mountains, valleys and greenery. The nation will be benefited to a great extent if these tourism potential areas are given adequate infrastructure like roads, water, communications and power facility.

Elaveezha Poonchira, Ayyampara, Ellickakallu, Kurisumala, etc. are some such beautiful areas on Eastern Kottayam district in Kerala in Meenachil Taluk. The lovely sight cool breeze, and pleasant climate will attract lakhs of tourists from India and abroad. Mechal, Erumapra, Kolani, Nellappara, etc. are some such areas where unconventional tourism can be tapped.

But the above areas are totally lacking roads and water supply facilities. If the Government sends a special team to study about these areas in Meenachil Taluk, and initiates steps for roads and water supply facilities, the tourism potential can be tapped. Moreover, many of these are inhabited by tribals also. Hence, funds can be made available from Tribal Area Development Schemes also. I appeal to the Government to take steps in this regard.

(x) **Need to set up a Thermal Power Project in Kolar, Karnataka**

SHRI K.H. MUNIYAPPA (Kolar) : Mr. Speaker Sir, Kolar is one of the most backward districts in Karnataka. The agricultural produce is at its low for the last several years as there are no irrigational facilities. There is not even a single food processing industry in the entire district. The number of unemployed educated youths is steadily going up every year particularly in the recent years. The rainfall in this district is perhaps the lowest in the State. Many people go to the neighbouring States in search of jobs, particularly during summer season.

Under these circumstances, there is only one solution before the Government of India to save the people and economy of the district and that is to set up a thermal power project near Kolar town. A vast area of land is available. This will go a long way in solving the unemployment problem of the district. Transportation of coal is not a problem. All other infrastructural facilities are available. I, therefore, urge upon the hon. Prime Minister to set up a thermal power project in Kolar without any further delay.

15.12 hrs.

STATEMENT BY MINISTER

Maruti Udyog Limited

[English]

THE MINISTER OF INDUSTRY (SHRI SIKANDER BAKHT) : Sir, I wish to make a statement concerning the dispute which has been going on over the last year between the Government of India and Suzuki Motor Corporation, Japan (SMC) over the appointment of the Managing Director of the Joint Venture Company, Maruti Udyog Limited (MUL). A request for arbitration was filed before the International Court of Arbitration (ICA) of the International Chamber of Commerce by SMC and the arbitration proceedings are currently going on. As hon. Members are aware, the automobile industry is currently witnessing several important developments with the approval of several new projects for car manufacturing under the current policy of the Government. MUL, which holds a dominant share, in the market would need to take note of the increasing competition and undertake measures to sustain its market share. The misunderstanding between the two joint venture partners has been unfortunately placing obstacles in this regard.

Keeping in view the need to settle the differences quickly and concentrate on the more vital questions of business development and technology upgradation, Government of India have responded for a negotiated settlement outside the arbitration proceedings. I am happy to announce that Government and SMC have signed a Memorandum of Understanding and Settlement whereby SMC will withdraw the arbitration proceedings before the ICA.

Briefly, the main terms of the settlement are :

1. The term of the present MD, Shri R.S.S.L.N. Bhaskarudu will be up to the end of 31st December, 1999 and from 1st January, 2000 Shri Jagdish Khattar, currently Executive Director of MUL, would be appointed as MD.

2. The nominee of SMC will be appointed as Chairman of MUL.
3. In future, all appointments of Chairman and Managing Director by either Government of India or SMC will be only in consultation and with the concurrence of the other party.

I hope, now Maruti Udyog Ltd., will be able to undertake all necessary steps to sustain its leadership in the Indian Automotive industry and grow from strength to strength to become a truly global player with the full cooperation of both the Government of India and SMC.

[English]

...(Interruptions)

MR. SPEAKER : Now, I allow Shri P.C. Chacko to raise his matter.

...(Interruptions)

SHRI S. JAIPAL REDDY (Mahabubnagar) : Sir, it is very very unfortunate. It is a case of sell-out ... (Interruptions)

SHRI SOMNATH CHATTERJEE (Bolpur) : Sir, this is an important matter. We must find time to discuss this matter ... (Interruptions) This matter cannot be taken casually. It is a complete reversal of the earlier Government's policy. ... (Interruptions)

SHRI BASU DEB ACHARIA (Bankura) : Sir, it is a sell-out ... (Interruptions)

[Translation]

SHRI MOHAN SINGH (Deoria) : Mr. Speaker, Sir, it is a serious matter. It should be discussed in the House.

[English]

SHRI BASU DEB ACHARIA : Sir, will you allow a discussion on this? ... (Interruptions)

MR. SPEAKER : This is not the procedure. Please take your seat.

...(Interruptions)

MR. SPEAKER : If you want, you can give a notice for a discussion. Only then we can discuss this matter.

...(Interruptions)

SHRI P.C. CHACKO (Idukki) : Mr. Speaker, Sir, I would like to bring a very serious matter to the kind attention of the hon. Prime Minister and the Government ... (Interruptions) A war is going on between Ethiopia and Eritrea ... (Interruptions)

MR. SPEAKER : Shri Jaipal Reddy, you are a senior Member. This is not the procedure. Please give a notice for a discussion. Please take your seat.

...(Interruptions)

SHRI S. JAIPAL REDDY : Sir, as a Chairman of the Committee, I had submitted the Report of the Committee ... (Interruptions)

MR. SPEAKER : There is a procedure. Please follow that.

...(Interruptions)

MR. SPEAKER : Please take your seat. I have allowed Shri P.C. Chacko to raise an important matter. Please allow him to raise it.

...(Interruptions)

SHRI P.C. CHACKO: Sir, a war between Ethiopia and Eritrea is creating a lot of hardships to the Indian citizens. Three hundred Indian citizens and their families are stranded in the Eritrean Capital of Asmara. The Western countries are making arrangements for evacuating ... (Interruptions)

MR. SPEAKER : Shri Jaipal Reddy, please allow him to raise it. It is a very important matter.

...(Interruptions)

SHRI PRITHVIRAJ D. CHAVAN (Karad) : Sir, we want a discussion on this.

...(Interruptions)

MR. SPEAKER : It is a statement. How can you discuss it now? ... (Interruptions)

[Translation]

SHRI RAGHUVANSH PRASAD SINGH : Mr. Speaker, Sir, as Hon'ble Member is on his legs, he should be heard. Have you made it a rule not to listen to us? ... (Interruptions) I have been watching this tendency for quite a long time that you are not prepared to listen to us. ... (Interruptions) Attention should be paid to the issue being raised by Hon'ble Member ... (Interruptions)

SHRI MOHAN SINGH : It is the question of prestige of our country. Discussion should be held on this issue ...*(Interruptions)*

[English]

MR. SPEAKER : How is it possible? Please understand the procedure?

...*(Interruptions)*

MR. SPEAKER : Mr. Minister, would you like to respond?

...*(Interruptions)*

THE MINISTER OF INDUSTRY (SHRI SIKANDER BAKHT) : Sir, if you decide to hold a discussion, we have no objection for it. We are prepared for it. ...*(Interruptions)*

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

SHRI S. JAIPAL REDDY : Sir, Mr. Bhaskarudu, M.D. was sacrificed because he tried to defend the interest of the country. ...*(Interruptions)* Shri Vajpayee is unfortunately trying to ignore the interest of the country. ...*(Interruptions)*

MR. SPEAKER : Mr. Minister, would you like to respond to him?

...*(Interruptions)*

MR. SPEAKER : It is a statement. How can you discuss it now ?

...*(Interruptions)*

SHRI S. JAIPAL REDDY : Sir, it is worth three billion dollars. ...*(Interruptions)*

MR. SPEAKER : Nothing will go on record except Shri P.C. Chacko's statement.

...*(Interruptions)**

MR. SPEAKER : I have allowed him to make a statement. Please understand that.

...*(Interruptions)*

SHRI P.C. CHACKO : He has already said it. You have made your point. So, let me complete.

Hon. Speaker, Sir, I am grateful to you for this opportunity. Sir, 300 Indian people have stranded ...*(Interruptions)* Yes, I thought you have completed your speech.

MR. SPEAKER : Shri Chacko, please conclude. What is your submission?

SHRI P.C. CHACKO : Sir, I am on my point. I will complete.

SHRI BASU DEB ACHARIA : Sir, you can allow him.

[Translation]

SHRI MOHAN SINGH (Deoria) : Please hold a debate on this matter?

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga): His views should be heard. Hon'ble Minister will give a reply if he desires to do so. ...*(Interruptions)*

[English]

MR. SPEAKER : Shri Fatmi, where is the provision? After the statement, how can I allow a discussion? Please understand it.

[Translation]

SHRI RAGHUVANSH PRASAD SINGH : Please listen to what the Members from the Opposition wish to say. ...*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE : Sir, at least, the hon. Minister and all the Members sitting here will agree that this is not a casual matter. After all, the earlier Government had taken a very firm step. Certain decisions had been taken. And before any such decision. ...*(Interruptions)*

[Translation]

SHRI CHAMAN LAL GUPTA (Udhampur) : Questions are being put after the statement has been made and even then they talk about rules? ...*(Interruptions)*

[English]

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE : Sir, I have not imputed any motive to the hon. Minister. I am only saying that this is a matter which concerns the country as a whole because this is one of the major Undertakings of this country. If any particular decision was taken by the previous Government, I do not recall that anyone of you had opposed that decision. When the last Government took the decision, nobody had opposed that decision. But there is a complete somersault and nobody has been taken into confidence. He was here just making a statement and that was not even in the agenda and nobody had any inkling on this. It cannot be taken casually. This is what we are saying. If you do not discuss it earlier, at least, it should have been discussed later. We must know why this decision has been taken. ...*(Interruptions)*

MR. SPEAKER : One Minute. Shri Jaipal Reddy.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE : The Minister should take the Opposition into confidence before making a statement on the floor of the House.

AN HON. MEMBER ...*(Interruptions)* Have a discussion.

MR. SPEAKER : No discussion. It is only clarification. Shri Jaipal Reddy, please.

SHRI SIKANDER BAKHT : Just a minute. Shri Jaipal Reddy, please sit down. Shri Somnath Chatterjee has said that there is a complete somersault. I do not want to go into the details right now but I will definitely go into the details whenever hon. Speaker decides that on a Motion from you or anybody else. When a decision is going to take place, I will be there ...*(Interruptions)* We accept it. But I must tell you that whatever you say that there is a complete somersault business is absolutely wrong.

SHRI S. JAIPAL REDDY : No, we will call it as a somersault. ...*(Interruptions)*

MR. SPEAKER : Shri Jaipal Reddy, I have allowed you just to seek a clarification.

SHRI S. JAIPAL REDDY : Sir, I happened to be the Chairman of the House Committee which pointed out how the then MD by entering into criminal conspiracy with Suzuki Limited defrauded Maruti Company. The Government had its turn to nominate its MD. Shri Bhaskarudu was nominated. The Suzuki Company opposed his nomination tooth and nail. The previous Governments stood their ground. The BJP, at that time,

while in Opposition, stood by the Government. While it stood by the Government ...*(Interruptions)*

[Translation]

SHRI MOHAN SINGH : Khuranji issues maximum statements. ...*(Interruptions)*

[English]

SHRI S. JAIPAL REDDY : Why did the BJP stage a somersault now?

Today the market worth of MUL is more than three billion dollars. The MD has been sacrificed in an unceremonious way at the altar of an MNC by an unholy compromise with the MNC and the Opposition was not taken into confidence. This Government does not ...*(Interruptions)*

Therefore, I want this Government to keep the agreement in abeyance in the first place. Then they should discuss it with the Opposition and explain to us the circumstances under which this agreement had to take place.

MR. SPEAKER : The Minister has agreed for a discussion.

MR. SPEAKER : He has agreed to discuss. I am not allowing anybody. Nothing will go on record. He has already agreed for a discussion.

Mr. Chacko, please complete.

SHRI P.C. CHACKO : Sir, a serious matter has been raised. I am thankful to you; now there is another matter.

SHRI BASU DEB ACHARIA : This is not complete.

MR. SPEAKER : I have allowed Shri Chacko. That is very important. ...*(Interruptions)*

MR. SPEAKER : There cannot be any discussion, please understand. You know it also. For everything you cannot compel.

SHRI BASU DEB ACHARIA : It is an important matter.

SHRI S. JAIPAL REDDY : This decision could not have been taken without the knowledge of the Prime Minister.

SHRI BASU DEB ACHARIA : May I know from the Minister. ...*(Interruptions)*

SHRI P.C. CHACKO : What I am raising concerns 300 Indian citizens and their families, whose lives are at stake.

SHRI S. JAIPAL REDDY : Such an important decision could not have been taken without the knowledge of the Prime Minister.

MR. SPEAKER : You should not have gone into the merits. He has already agreed for a discussion.

Shri Chacko, it is already over.

SHRI S. JAIPAL REDDY : This agreement should be placed under abeyance. ...(*Interruptions*)

MR. SPEAKER : Shri Basu Deb Acharia, Please take your seat.

SHRI BASU DEB ACHARIA : It is an important matter. The previous Government took a strong decision not to change the MD.

MR. SPEAKER : Shri Basu Deb Acharia, please take your seat.

SHRI S. JAIPAL REDDY : The Government should have taken the Opposition into confidence. ...(*Interruptions*)

SHRI BASU DEB ACHARIA : What was the necessity to enter into this agreement by the Government? What is the necessity? The Minister of Industry should tell the House. ...(*Interruptions*)

MR. SPEAKER : Now the Railway Budget. Shri Krishna Dass.

...(*Interruptions*)

SHRI S. JAIPAL REDDY : What was the urgency?

SHRI BASU DEB ACHARIA : The Session is going on. What is its urgency?

MR. SPEAKER : What is this? Is everybody supposed to speak? You are a senior Member. Please take your seat. Let the discussion take place.

[*Translation*]

THE PRIME MINISTER (SHRI ATAL BIHARI VAJPAYEE) : Mr. Speaker, Sir, with your permission, I would like to say something about the decision taken in the Security Council. But for many hours I am experiencing in this House that ...(*Interruptions*) Every now and then such an experience is not good.

Mr. Speaker, Sir, the decision reached between Maruti and Suzuki.

[*English*]

SHRI SOMNATH CHATTERJEE : I agree with you.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE : The whole Government supports the announcement which I have made. It was not decided secretly.

SHRI S. JAIPAL REDDY : But it is not supported by the country.

[*English*]

MR. SPEAKER : Please take your seat. Shri Jaipal Reddy, please take your seat.

...(*Interruptions*)

[*Translation*]

SHRI BASU DEB ACHARIA : This decision does not have support of this House. ...(*Interruptions*)

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, if I say that this decision has got support of the country.

SHRI BASU DEB ACHARIA : How? ...(*Interruptions*)

[*English*]

SHRI P.C. CHACKO : Sir, I want to raise a very important issue. ...(*Interruptions*)

SHRI ATAL BIHARI VAJPAYEE : Shri Chacko, you spoke to me this morning. You have raised this issue. ...(*Interruptions*)

SHRI P.C. CHACKO : Sir, I was called by you. The hon. Prime Minister may please speak after I complete my submission. I will take only one minute.

Sir, three hundred Indian families are stranded at the Eritrean capital of Asmara. Other countries in that region have already made arrangements for evacuating their citizens, however, we have not taken any steps so far. They have no shelter, food etc. Indiscriminate bombing is going on in various towns of Eritrea. Out of the 300 people stranded there, 100 are from Kerala and most of them are from my Constituency. I have been receiving frantic telephone calls for the last two days. The Western countries have already taken steps to evacuate their citizens from war-torn Eritrea. We have not done anything

to evacuate our citizens. The Airport at Asmara is closed for civilian traffic and only war planes are landing and taking-off from Asmara Airport. The Indian citizens who are stranded there have no way to escape from there. So, all the arms of the Government of India may kindly be pressed into service to make necessary arrangements to save our citizens. I have already requested the hon. Prime Minister this morning and the hon. Prime Minister may kindly take necessary action through our Embassy there.

PROF. P.J. KURIEN : Sir, this is a very serious matter which Shri Chacko has raised. I would request the hon. Prime Minister to respond to this request and arrange an aircraft, if possible, from our country and deport all those people who are stranded there. I think, more than 300 Indian citizens are being stranded there and even since morning I had got a number of telephone calls from the relatives of those people. So, kindly make an announcement here and take an immediate action in this matter. That is our request on behalf of all the Members of this House.

[Translation]

SHRI RAJESH PILOT (Dausa) : Mr. Speaker, Sir, three days ago I presented some facts before the House on the basis of a weekly magazine. Hon. Minister of Home Affairs has given a vague reply to my question. Sir, today I would like to help the Government and tell here that in support of the facts presented by me. I have a video reel which clarifies the position. It reveals that the first floor of the temple has been completed. The same thing has been written very clearly in today's "Hindu". This video reel contains full details about preparations being made about construction of the Temple. The VHP leader has also said something about it yesterday.

Mr. Speaker, Sir, I am very much concerned over this issue. The Government should clarify in this House as to for which temple this fabrication is going on. If it is for some another temple that should also be told. A notice board has been installed there wherein it has been written "Ram Janma Bhumi Per Prastavit Ram Mandir Ki Teiyariyan". The Members of VHP are making statements in this regard every now and then. Even today a statement has been issued by them. Hon. Prime Minister has also written a letter to the President of Congress Party about it.

[English]

Temple work is on, says Singhal.

[Translation]

He is a responsible person from VHP. You can read what he has said day before yesterday. His statement has created many problems. We were not at all concerned if statements were correct. But it is a matter of regret that such provocative statement have created many problems. Even the statement given on 6th December, 1992 still hurts the people ... (Interruptions)

Mr. Speaker, Sir, I request the Government to clarify its position in the House and tell as to for which temple this fabrication is going. What is the objective of this fabrication? We would have not bothered about it and would have kept our faith in the assurance given by State Government if Kalyan Singhji's Government were not in power. It is really sad that the same Chief Minister is in power today who was responsible for demolition in 1992. The first floor of the temple will be constructed within a week and no one would be able to know about it. It will create tension in the country.

I would like to know from the hon. Minister of Home Affairs the names of places where this fabrication work is going on. If it is a fact, what is objective behind it. Whether he would like to give an assurance in this House and to the whole country that construction will not be allowed till the decision of the Court with regard to Ramjanmabhoomi issue.

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI) : Mr. Speaker, Sir, three days back this issue was raised in the House and when I responded to it, reference has just been made by Shri Rajesh Pilot that I have tried to avoid it or given indirect answer or it was not a straight answer. I have studied the matter further and I find that this time some hon. Members may have become perturbed about it only because a new story appeared in a special issue of a weekly of a journal. But I have found that what I had said was no different from what the Government, before this Government took charge, had been maintaining on the issue. About a year back—to be precise, on the 2nd of August—a former Member of this House complained about the same matter to the then Government—the Gujral Government—and that former Member was Shri Maulana Azad Madni, and as a result of his complaint that the Ram temple is still being built and that statues are being constructed and ornamental walls are being built, the then Government enquired into the matter, not only enquired into the matter but formally replied to that particular Member who had complained and expressed these misgivings. I would like to quote what my predecessor in this office wrote to the hon. Member. He wrote :

"Dear Shri Madni,

Kindly refer to your letter dated 2nd August. I have had the matter examined."

I would say that I have not had the occasion to find out where exactly the things are being constructed but Shri Indrajit Gupta did it. The letter goes on to say:

"No construction activity is going on at the disputed Ram Janmabhoomi-Babri Masjid site at Ayodhya. It is a fact that some cutting and carving of stone pillars is going on in the workshop established by the VHP, which is two kilometres away from the disputed site. Since this activity *per se* does not constitute any violation of the law, it would not be possible for the Government of India or the district administration to take any action in the matter. I would like to assure you that in compliance of the Supreme Court judgement dated 24.10.1994, the *status quo* is being maintained at the disputed site."

Day before yesterday, the President of the Congress Party addressed a letter to the Prime Minister in which she had expressed the same misgivings as had been expressed by hon. Members in this House three days back or today by Shri Rajesh Pilot, and in reply to that, the Prime Minister has stated very categorically that:

"As far as my Government is concerned, the Constitution and the rule of law are supreme. The Judiciary will be unfettered in discharging its duty in the Ayodhya matter. If the Supreme Court paves the way for the construction of the Ram Mandir at Ayodhya, the verdict will be given effect to accordingly.

If, on the other hand, the Apex Court gives a contrary ruling, my Government will perform its constitutional duty of ensuring that nobody will act against that verdict."

I do not want to read out the whole letter. Every word of it expresses the views of the Government and its commitment. I think that this matter should be allowed to rest as it is. Otherwise, Sir, so far as we are concerned, even though the BJP's manifesto had made certain commitments about this matter, but when this Government was formed, we left that aside and agreed for a National Agenda for Governance in which this particular issue was not there. Now, it seems that some persons in the Opposition want to bring the Ayodhya issue back to centre-stage. ...*(Interruptions)* It is for them to decide. ...*(Interruptions)* So far as the Government is concerned, all that I can say is that this Government will pursue the same approach and policy in respect of this construction work that is going on which had been expressed by Shri Indrajit Gupta. ...*(Interruptions)*

SHRI RAJESH PILOT : Sir, it does not end here. I have asked a different question. ...*(Interruptions)* ,

SHRI SOMNATH CHATTERJEE : We do not accept that ...*(Interruptions)*

SHRI INDRAJIT GUPTA (Midnapore) : Mr. Speaker, Sir, as my name has been mentioned, I may kindly be permitted to say something. The point is that the letter which has been quoted just now was written by the hon. Prime Minister to the President of the Congress Party. It was in conformity with the statement which was made yesterday also by the Prime Minister and in which he categorically said that no organisation and nobody in this country will be permitted to do anything which amounts to flouting the legal decision of the court. I am happy for that. I think that the statement that the Prime Minister made and which was repeated in a different language in the letter written to Shrimati Sonia Gandhi was a very salutary thing. But in spite of that letter and in spite of the Prime Minister's statement, these people, the leaders of the organisations like the VHP, the Bajrang Dal and so on—are they Opposition parties in opposition to this Government? They are not Opposition parties—Shri Ashok Singhal and Shri Giriraj Kishore are everyday issuing lengthy statements amounting to saying that whatever the Government or the Prime Minister may say, they are determined to go ahead with their plan of constructing the temple at that very site where the Masjid used to stand. That means that they are publicly and openly contradicting what the Prime Minister has said and what is being said by the Home Minister just now. So, it is all very well for the Government to say that when the time comes, they will see whether they are doing something illegal or not. But I want to know that, at present, what prevents the Prime Minister from publicly declaring that they are against such statements which are being issued and that they condemn and do not approve the statements of Shri Ashok Singhal and Shri Giriraj Kishore. Can they not say this? They are permitting all this stuff to go on being propagated among the people of this country. Everyday, a sort of atmosphere is being created and the communal sentiments are being aroused among the people, not only inside this House but millions of people outside this House are also being affected by this. Should not the Prime Minister, therefore, come out with a statement saying that this Government disapproves and condemns these statements which are being made by people like Ashok Singhal and Giriraj Kishore? The Government says that when the time comes and when they go to Ayodhya with all these carvings, pillars and all that, and start the work of construction, then they will see whether they are doing something which is in contravention of the Supreme Court's orders and they will act accordingly. It is very good. But what about now? In the meantime, everyday people are being told that they must get ready to support this move to go to Ayodhya and construct the temple. It does not matter what the court has said and what the Prime Minister has said. They are openly flouting and challenging the Government, and the Government is keeping quiet.

They should kindly say whether they approve or do not approve or whether they prepared to condemn this kind of inflammatory statements which are being made everyday.

[Translation]

SHRI MULAYAM SINGH YADAV (Sambhal) : Mr. Speaker, Sir, the statement given by the hon. Minister of Home Affairs is similar to the statements given in 1990 and 1992. As Hon. Indrajit Guptaji has said, the main reason behind it is that Bajrang Dal, Vishwa Hindu Parishad and BJP, all these parties are one and the same. There should be no misunderstanding that these are separate otherwise Members of VHP would have not been elected on BJP's symbol. Earlier members of Bajrang Dal were also among them and who are not here now. ...*(Interruptions)*

[English]

MR. SPEAKER : Please take your seat. I have allowed him.

...*(Interruptions)*

[Translation]

SHRI MULAYAM SINGH YADAV : That is what I am saying, whether it is VHP or BJP, Shri Ashok Singhal or Shri Giriraj Kishore, all are same and one political party. It is a conspiracy that such an atmosphere is created in the name of Bajrang Dal or Vishwa Hindu Parishad. The real thing is that Advaniji will lead the project of carrying out construction of Ram Mandir after creating atmosphere in the name of those parties. It is a fact which I am telling the country that plan of constructing the temple has been formulated. However, I can not say anything about the capacity of hon. Prime Minister to counter this move but Advaniji's intention is clear now. Bajrang Dal and Vishwa Hindu Parishad are working on his instruction. Otherwise. ...*(Interruptions)*

SHRI LAL MUNI CHAUBEY (Buxar) : They are talking about estimates on the basis of their experiences. It is violation of the right of freedom of expression.

[English]

MR. SPEAKER : Shri Chaubey, please take your seat.

...*(Interruptions)*

[Translation]

SHRI LAL MUNI CHAUBE : If anybody makes a controversial statement and the Prime Minister says that

such a statement should not be given, it will be deemed as violation of freedom of expression. Raising such a matter and saying such things to others can only be termed as dictatorship ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV : Mr. Speaker, Sir, I would like to submit that when I was the member or the National Integration Council ...*(Interruptions)* Mr. Speaker, Sir, I was saying that when I was a member of the National Integration Council, such a statement was made and an assurance was given that the mosque will not be demolished and at that time also ...*(Interruptions)* I had stated then that those who are saying such a thing, will demolish the mosque. Thereafter I wrote a letter to the President on December 4, 1992 and informed him that these people propose to demolish the mosque on 6th of December and the mosque was demolished ...*(Interruptions)*

[English]

MR. SPEAKER : Nothing will go on record except what Shri Mulayam Singh Yadav says.

...*(Interruptions)**

[Translation]

SHRI MULAYAM SINGH YADAV : The present Chief Minister filed an affidavit in the Supreme Court and thus stands guilty of contempt of Supreme Court ...*(Interruptions)* When the Chief Minister was imprisoned for just one day, how can we believe him? Therefore, we can not have faith in Advani ji. Of course, if the Prime Minister rises to say that the temple is not being constructed and he is not associated with the people making such statements and that if anyone makes such a statement, he should be deemed as our opponents ...*(Interruptions)* An atmosphere of tension is being created in the country in this way. Hence I would like to tell you ...*(Interruptions)* They propose to construct the temple and the Chief Minister of Uttar Pradesh has told his colleagues that temple will be constructed ...*(Interruptions)*

SHRI LAL MUNI CHAUBEY : The issue of violation of freedom of expression was sought to be raised.

[English]

MR. SPEAKER : Shri Chaubey, please take your seat.

[Translation]

SHRI MULAYAM SINGH YADAV : It is not as if only he has said it, but the Chief Minister has also issued

*Not recorded.

such a statement that a temple will be constructed, hence we do not have any faith in his statement. Such a statement was given in the National Integration Council also. The person who filed an affidavit in Supreme Court and misled the Supreme Court, is holding the office of Chief Minister of Uttar Pradesh. ...(*Interruptions*) The conspiracy to create fear in the minority community of the country by starting riots or creating tension, will not be tolerated at any cost and we can not have faith in the statement given, this is what I want to say ...(*Interruptions*)

[*English*]

MR. SPEAKER : Shri Chaubey, please take your seat.

[*Translation*]

SHRI LAL MUNI CHAUBEY : Please tell us about the losses caused by raising such matter. ...(*Interruptions*)

[*English*]

SHRI SOMNATH CHATTERJEE : Hon. Speaker, Sir, our apprehension seems to be justified because of the stand taken by some hon. Members ...(*Interruptions*)

MR. SPEAKER : I allowed Shri Somnath Chatterjee.

...(*Interruptions*)

MR. SPEAKER : Please take your seat. I will come to you.

...(*Interruptions*)

[*Translation*]

SHRI PRABHUNATH SINGH (Maharajan) : Mr. Speaker, Sir, please allow me to speak for a minute ...(*Interruptions*) Every now on then, Somnath Babu stands up to speak ...(*Interruptions*)

[*English*]

MR. SPEAKER : Please take your seat. I will come to you. Let him complete. Shri Singh, please take your seat.

SHRI SOMNATH CHATTERJEE : Mr. Speaker, Sir, we have read whatever appeared in the Press. We have heard the statement of the hon. Prime Minister and the intervention of the hon. Home Minister on this. There are certain aspects of the matter which are troubling us. No Government can say: "We shall allow construction at the

disputed site' because the judicial interdiction is there. A person cannot stay here by saying : 'We shall defy the Court's order'. But kindly look at the circumstances as to why this apprehension is there. Certainly, lakhs and crores of rupees are being spent ...(*Interruptions*). Sir, this is too much. I earnestly appeal to the hon. Members ...(*Interruptions*) I have not said one word about anybody ...(*Interruptions*). This apprehension is there. Our apprehension seems to be justified because of the attitude taken by some hon. Members on the other side. They are so touchy about this. Why lakhs and crores of rupees are suddenly being spent on constructing the pillars, canopies and all that? Now those who are doing that are openly saying that this is for the temple at Ayodhya. Very important organisation in the present set up, namely, Vishwa Hindu Parishad and all others are saying:

"Whatever may happen, we shall construct the temple there."

I read one sentence the other day by Mahant Nitya Gopal Das. He said :

"What is the good of commitment of B.J.P. Ram will not wait for B.J.P.'s decision. The temple for Ram will not depend on B.J.P.'s decision."

Shri Rajesh Pilot correctly asked the question, why are they being constructed? What is the purpose? ...(*Interruptions*)

[*Translation*]

SHRI ADITYANATH (Gorakhpur) : It was not the photograph of Gopal Das ji. He is misleading the House by making wrong statement ...(*Interruptions*) This work has been going on since 1990 when Congress was in power ...(*Interruptions*) This work has not started recently ...(*Interruptions*) He is only trying to evoke sentiments of the countrymen by making such statements.

[*English*]

MR. SPEAKER : I will allow you. Please let him complete.

SHRI SOMNATH CHATTERJEE : Sir, nobody can complain of their constructing a Ram temple anywhere in India where there is no dispute. The question is of that site. Nobody is saying that all these preparations worth crores of rupees are being done for a temple anywhere else except at the Ayodhya disputed site.

Now, Sir, the question is: How is this sort of tension being raised? Today's newspapers reported Shri Ashok Singhal as having said that the present battle is nothing

but a simple fight between Islam and Hinduism. Are such statements being countered by the Government, by the Prime Minister or by the Home Minister? But we do not find one word anywhere that any expression of disapproval is given by the hon. Prime Minister or the Home Minister that this is only to heighten the tension in this country. Nobody benefits from this. He are facing so many problems, serious economic situation is also there and there are other matters. ...*(Interruptions)*

MR. SPEAKER : Nothing will go on record except the speech of Shri Somnath Chatterjee.

...*(Interruptions)**

MR. SPEAKER : Hon. Members, please understand that we have to discuss the Railway Budget and it is already four o'clock now. Please understand that we have to complete the Railway Budget today.

...*(Interruptions)*

MR. SPEAKER : Shri Somnath Chatterjee, please complete your speech.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE : Sir, let us know whether I shall be allowed to speak only with their consent. Let us know that and we shall decide what to do then. ...*(Interruptions)*

MR. SPEAKER : I have not permitted you. Please take your seat. Shri Somnath Chatterjee, please complete your point.

SHRI MOTILAL VORA (Rajnandgaon) : Sir, I have got a point of order. ...*(Interruptions)*

MR. SPEAKER : Both seniors and juniors are doing the same thing. There is not exception at all. Everybody is doing the same thing.

SHRI MOTILAL VORA : Sir, if you allow me, I have got a point of order. ...*(Interruptions)*

MR. SPEAKER : It is almost four o'clock now. We have not started the discussion on the Railway Budget. We have to complete the discussion on the Railway Budget today. What is this? You must understand the procedure. Everybody is doing like this. The hon. Prime Minister is waiting for the last two hours to make a statement, but you are not allowing the Prime Minister also.

...*(Interruptions)*

SHRI SOMNATH CHATTERJEE : By this time, I would have finished. Sir, I would like to know from you whether we shall be allowed to speak only with their consent.

MR. SPEAKER : Please complete.

SHRI SOMNATH CHATTERJEE : Let us know this. Let the Prime Minister say that and we shall decide what to do then. ...*(Interruptions)* What is happening in this House ? ...*(Interruptions)*

MR. SPEAKER : Shri Chauhan, please take your seat. When a senior Member is speaking, you should not obstruct his speech. Please take your seat.

SHRI SOMNATH CHATTERJEE : With your kind permission, I have been speaking, but everybody is lecturing us these days. ...*(Interruptions)*

16.00 hrs.

MR. SPEAKER : Shri Somnath Chatterjee, please speak.

SHRI SOMNATH CHATTERJEE : Everybody is lecturing us these days. ...*(Interruptions)* This is the way they are behaving. ...*(Interruptions)* It is very difficult to conduct the House with any amount of responsibility. It is becoming very bad and very serious here.

I would like to know from the hon. Prime Minister all the statements that have been made regarding, what you may call, the threatened construction. The actual construction is not obviously there on the disputed site. What is the reaction of the Government and of the Prime Minister to these threats? What about the most highly provocative comments that have been made? We would like to know what is the response of the Government to that and what is the Government's understanding of all these construction of pillars and canopies. Why have these been done, for which purpose and for which temple? What is the understanding of the Government and what is the Government's response? That is what I want to know.

MR. SPEAKER : The hon. Prime Minister would like to say something.

...*(Interruptions)*

MR. SPEAKER : The hon. Prime Minister is on his legs.

...*(Interruptions)*

MR. SPEAKER : Shri E. Ahamad, please take your seat. The hon. Prime Minister is already on his legs.

[Translation]

SHRI MULAYAM SINGH YADAV (Sambhal) : If Hon'ble Prime Minister gives his statement, then matter can be solved. The Hon'ble Prime Minister should be asked to give his statement over temple issue ... (Interruptions)

[English]

MR. SPEAKER : Shri E. Ahamed, please take your seat.

SHRI E. AHAMED (Manjeri) : I may be permitted to speak only for two or three minutes.

MR. SPEAKER : Shri E. Ahamed, please take your seat.

[Translation]

THE PRIME MINISTER (SHRI ATAL BIHARI VAJPAYEE) : Mr. Speaker, Sir, today when communal harmony is very much required, though it is always essential, but considering the situation in our neighboring countries we should see to it that no provocative activity takes place within the country. ... (Interruptions) I am surprised that on the basis of material printed in a weekly magazine. ... (Interruptions) Tape will also be there. Tape will also have the same content which has been published. ... (Interruptions) Through that material they are trying to convert this into one big central issue. The Congress President Smt. Sonia Gandhi had written a letter to me, I had replied to that letter immediately. I assured her that the case is pending in court and the decision of court will prevail. We will implement that decision of court. Now no one knows what will be the decision. ... (Interruptions) At that time your government was in power, now we are in power, no wrong work will be done now ... (Interruptions)

SHRI RAJESH PILOT (Dausa) : You people had given a statement in the court ... (Interruptions) Shri Kalyan Singhji had given an assurance that they will not allow that ... (Interruptions) our government had made arrangements ... (Interruptions) We said on 4th December. You were present here ... (Interruptions) You did not give any assurance ... (Interruptions)

[English]

DR. SHAFIQR RAHMAN BARQ (Moradabad) : It depends on your action.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, I don't want to go into old controversy ... (Interruptions)

[English]

SHRI BRAJA KISHORE TRIPATHY (Puri) : You were the Home Minister at that time. What did you do then? You should have resigned at that time.

[Translation]

SHRI RAJESH PILOT (Dausa) : I was Minister not Home Minister.

SHRI VILAS MUTTEMWAR (Nagpur) : First upto date your knowledge.

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, I don't want to go into old controversy. Whatever happened, was unfortunate and I still consider that a tragedy. ... (Interruptions) Tragic incidents are never repeated. Inquiry is going on. The case is being tried. The matter is subjudice ... (Interruptions) The Chief Minister was awarded punishment as per ruling of court ... (Interruptions) Whatever I had written in letter that assurance is firm. You trust me.

AN HON'BLE MEMBER : How can we trust ?

SHRI ATAL BIHARI VAJPAYEE : You should simply trust.

[English]

MR. SPEAKER : Please take your seat.

... (Interruptions)

MR. SPEAKER : Shri Ahamed, please take your seat. Let him complete.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, if any organisation is making false propoganda, action can be taken against it under the law ... (Interruptions) I would like to assure you that if such situation arise where an organisation is provoking people then court will take action against it.

[English]

MR. SPEAKER : What is this? Let him complete.

... (Interruptions)

SHRI E. AHAMED (Manjeri) : Sir, I may be permitted to put one simple question ...*(Interruptions)*

MR. SPEAKER : No clarification is allowed. Please take your seat.

...*(Interruptions)*

MR. SPEAKER : Nothing will go on record. What is this?

...*(Interruptions)**

MR. SPEAKER : Shri Ahamed, no clarification is allowed.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, now the effort should be made that the case which is pending in the Court should be heard and decision should be taken at an early date. When such cases linked with the sentiments of the people kept pending for years, they adversely affect the feelings of the people. I am not blaming the system of law but now it has become a practice in this country to keep cases of sensitive nature also pending for tens of years. We all should cooperate in this matter. We should wait for the decision of court. Those who hope that decision of court would be in their favour, they have every right to think so. As far as government is concerned, our resolution is that whatever be the decision of court, that will be implemented at any cost.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : May I seek one more clarification? ...*(Interruptions)*

MR. SPEAKER : No clarification is allowed. Please take your seat.

...*(Interruptions)*

MR. SPEAKER : Nothing will go on record.

...*(Interruptions)**

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Shri Mulayam Singhji, please listen carefully. They always try to create misunderstanding between Advaniji and myself. ...*(Interruptions)* They will not succeed in this nor any state government will be allowed to interfere in this issue. The Union Government will discharge its responsibility with full seriousness and firmness.

*Not recorded.

[English]

MR. SPEAKER : The hon. Prime Minister has to make one more statement.

MR. SPEAKER : Shri Ahamed, please take your seat. No more clarification is allowed.

...*(Interruptions)*

MR. SPEAKER : Shri Ahamed, please take your seat. No more clarifications please.

...*(Interruptions)*

MR. SPEAKER : Now the Prime Minister will make a statement.

...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN (Chirayinkil) : I am on a point of order. My point of order may be heard. I am dealing about the business under Rule 376 (2) of the Rules of Procedure. The point is that the hon. Prime Minister is making a statement before the House regarding the implications of the decision of the Security Council. What I want to say is that when the House is in Session, such a statement ought to have been made by the hon. Prime Minister before the House. But the Political Advisor to the Prime Minister, Shri Pramod Mahajan is making such a statement outside the House when the House is in Session. This is nothing but making a mockery of the House. It is because the implications of the decision of the Security Council are mentioned by his spokesman outside the House when the House is in Session ...*(Interruptions)*

MR. SPEAKER : Shri Radhakrishnan, there is no point of order. Please take your seat.

...*(Interruptions)*

MR. SPEAKER : Nothing will go on record.

...*(Interruptions)**

MR. SPEAKER : Please take your seat.

...*(Interruptions)*

SHRI P. UPENDRA (Vijayawada) : The Prime Minister's Political Advisor is making a statement outside the House when the House is in Session ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN : It is a contempt of the House. ...*(Interruptions)*

*Not recorded.

MR. SPEAKER : Nothing will go on record. Please take your seat.

...(Interruptions)*

16.12 hrs.

STATEMENT BY PRIME MINISTER

UN Security Council Resolution

[English]

THE PRIME MINISTER (SHRI ATAL BIHARI VAJPAYEE) : Mr. Speaker, Sir, hon. Members are aware of the Resolution adopted on 6th June, 1998, by the United Nations Security Council. I would like to take the House into confidence on our position on this matter.

We regret that the Security Council as acted in a manner in which it has and produced a Resolution which is completely unhelpful in respect of the objectives it seeks to address. The Resolution contains a number of references to nuclear non-proliferation. As I had mentioned in my earlier statement in the House, we are a responsible and committed member of the international community. The Resolution urges us not to carry out any nuclear weapon test explosions. For India, such an urging is redundant because we have already instituted a voluntary moratorium. We have also indicated our willingness to explore ways and means of converting this undertaking into a *de jure* obligation. Further, we have made clear our readiness to engage in multilateral negotiations on a Fissile Material Cut-Off Treaty in the Conference on Disarmament in Geneva. We cannot, however, be expected to commit ourselves in advance of these negotiations, to unilaterally restrain production of fissile materials. In keeping with our commitment to non-proliferation, we maintain the strictest controls over exports of nuclear materials and technologies. Our record in this regard has been impeccable and better than that of some countries who are parties to the NPT or members of the Nuclear Suppliers' Group or even Permanent Members of the United Nations Security Council.

However, the call made in the Resolution that we should stop our nuclear programme or missile programmes is unacceptable. Decisions in this regard will be taken by the Government on the basis of our assessments and national security requirements, in a reasonable and responsible manner. This right, which we claim for ourselves is not something new; it is the right of every sovereign country, and a right that every Government in this country has strongly upheld for the last 50 years.

A glaring lacuna in the Resolution is the total absence of a recognition that the non-proliferation issue is not a

regional issue but has to be dealt with in a non-discriminatory global context. We find it unfortunate that the UN Security Council Resolution does not reflect on the judgement of the highest international judicial body—the International Court of Justice, which has questioned the legitimacy of nuclear weapons and called for urgent negotiations for their elimination. In the paper on the evolution of India's Nuclear Policy laid on the Table of this House, we have reiterated our commitment to nuclear disarmament. Let me categorically state that unlike other nuclear weapon States who have sought to retain their exclusive hold over their nuclear arsenals, India has no such ambition. Government is committed to initiatives that can open negotiations for a global convention for the elimination of all nuclear weapons. The attempt to project the recent tests by India as a threat to peace and security is totally misguided and grossly out of focus. Such a portrayal of our policy ignores the positive steps announced by Government to which I have already referred, both in the global disarmament framework and the regional context. Our tests were necessary because of the failure of a flawed non-proliferation regime, and, therefore, we categorically reject the notion that these have adversely affected either regional or global security.

Government have indicated willingness to engage in a meaningful dialogue with key interlocutors on the whole range of nuclear disarmament and non-proliferation issues. Last week, Special Envoy, Shri Brajesh Mishra visited Paris and London in this regard. He had meetings at the senior most levels in the two capitals. Dialogues with other countries are also planned. These dialogues have to be seen as part of a process, a process that will lead to a better understanding of India's position.

Hon. Members are aware that India has always desired a peaceful, friendly and mutually beneficial relationship with Pakistan based on confidence and respect for each other's concerns. I have already said on the floor of both the Houses, and, I would like to reiterate that a secure and prosperous Pakistan is in India's interest. Our vision of our bilateral relationship is not confined to a resolution of outstanding issues, but is also directed to the future by seeking to building a stable structure of cooperation, which will benefit the people of both countries. As I wrote recently to Prime Minister Nawaz Sharif, we must not remain mired in the past, prisoners of old contentions. And, I say to him today, let us put the past behind us, let us think of the welfare of our children and grandchildren.

We have remained committed to a path of direct bilateral dialogue with Pakistan. This reflects the nation's conviction and confidence that it is only through direct discussions in a sustained and constructive manner that

*Not recorded.

we can move ahead in our bilateral relationship. I would again like to reiterate our desire for the earliest resumption of the official talks with Pakistan. The subjects for discussions including peace and security, (along with confidence building measures) Jammu and Kashmir, economic and commercial cooperation and cross-border terrorism have been identified. Our proposals for the modalities of these talks have been with Pakistan since January this year. We await their response. We have also made it clear once against that there is no place for outside involvement to any nature whatsoever in our dialogue process with Pakistan.

Hon. Members have expressed strong reservations against attempts to internationalise the Kashmir issue. There is simply no question of India ever agreeing to such internationalisation. The UN Security Council has chosen to mention Kashmir in its Resolution. This is unacceptable and does not change the reality that the State of Jammu and Kashmir is an integral part of the Indian Union. I would also like to draw the attention of the hon. Members to the terms in which Kashmir finds mention in the Resolution. The UN Security Council has recognised that bilateral dialogue has to be the basis of India-Pakistan relations and mutually acceptable solutions have to be found for outstanding issues including Kashmir. This is in keeping with our position. Thank you.

...(Interruptions)

MR. SPEAKER : Mr. Prime Minister, would you like to respond to the submission made by Shri P.C. Chacko?

SHRI ATAL BIHARI VAJPAYEE : The latest information from Eritrea is that a cease-fire has been ordered and it is being implemented. In the meantime, I have asked the Government to make arrangements for all those who want to come back in safety and the arrangements will be made as soon as possible.

SHRI PRITHVIRAJ D. CHAUHAN (Karad) : I am on a Point of Order, Sir.

MR. SPEAKER : It is already getting 4.30 p.m. now. We have to complete the discussion on the Railway Budget. Please do not raise any Points of Order or clarifications.

SHRI PRITHVIRAJ D. CHAVAN : I am on a Point of Order under Rule 372. Two important statements have been made by the Government; one by the Industry Minister and the other by the Prime Minister.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS
AND THE MINISTER OF TOURISM (SHRI MADAN LAL

KHURANA) : Mr. Speaker, Sir, I would like to state that as the House will sit till late in the night, arrangements for the dinner have been made.

[English]

SHRI PRITHVIRAJ D. CHAVAN : Two important statements have been made. The normal practice is to issue a supplementary agenda so that our Leaders could be here to listen to the Ministers. But no such supplementary agenda has been issued before these statements. Please clarify this point.

MR. SPEAKER : I have given them permission to make the statements.

[Translation]

SHRI MADAN LAL KHURANA : Arrangement for the dinner has been made here for the Hon'ble Members and Press People. ...(Interruptions)

[English]

MR. SPEAKER : Breakfast, everything.

SHRI S. JAIPAL REDDY (Mahbubnagar) : The Prime Minister wanted to make a point on the Maruti deal. He was stopped midway. Why does he not complete the statement? He pledged the support of his Government to the Maruti deal.

[Translation]

You have left midway, we are not-satisfied with it.

[English]

MR. SPEAKER : Now further discussion on the Railway Budget. Shri Krishnadas to speak.

SHRI N.N. KRISHNADAS (Palakkad) : Can I start?

MR. SPEAKER : Please start. Otherwise I will call another Member. ...(Interruptions)

SHRI S. JAIPAL REDDY : Let the Prime Minister speak.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, with your permission, may I take a few minutes of the House? Our friend Shri Reddy has raised the matter regarding Maruti and Suzuki ...(Interruptions)

SHRI MOHAN SINGH (Deoria) : He has not raised it. It is you who raised the matter by issuing a statement.

SHRI ATAL BIHARI VAJPAYEE : We are ready to have a discussion on the matter raised by the Hon'ble Minister through the statement. There should be an open debate on it. ...(*Interruptions*)

SHRI MOHAN SINGH : There should be transparency in discussion.

MR. SPEAKER : Mr. Mohan Singh, it is not good.

SHRI ATAL BIHARI VAJPAYEE : We should be thanked if we satisfy the opposition in this regard.

[*English*]

SHRI S. JAIPAL REDDY : But you should be ready to...

MR. SPEAKER : The hon. Prime Minister has already clarified your doubts.

16.23 hrs.

MOTION RE : CONSIDERATION OF
STATUS PAPER ON RAILWAYS,
RAILWAY BUDGET 1998-99 —
GENERAL DISCUSSION
AND
DEMANDS FOR EXCESS GRANTS —
RAILWAYS 1995-96, Contd.

[*English*]

MR. SPEAKER : Before the commencement of further discussion on the Railway Budget, I have to make a small observation to the hon. Members. You would kindly recall that this morning I had urged that we should complete the discussion on the Railway Budget today. A large number of Members are yet to make their statements. So, each Member taking the floor may cooperate and be brief and to the point. If need be, the sitting may have to go even beyond 9 p.m. today.

Now Shri N.N. Krishnadas to speak.

SHRI N.N. KRISHNADAS (Palakkad) : I thank you for giving me this opportunity to participate in the discussion. Though both the Ministers are good friends of mine, I have only one option to oppose the Budget proposals.

Let me come to the perspectives of the Budget. I am sorry to say that the Budget lacks vision and direction. It has merely followed the pattern of imposing additional burden on the people without getting any priority for Indian Railways.

I am thankful to the hon. Minister for bringing out a Status Paper on the eve of the Budget. But he has not followed any of its indications in his maiden Budget.

We consider the Railways as an important vehicle for the development of the country, which of course is the symbol of national unity. There are vast areas which are left out from the map of development. The inequality in the matter of development could be rectified if the Railways expanded its network to the backward areas as well. Unfortunately, the Budget also does not approach this serious issue.

The very important points have already been covered by hon. Members who have spoken earlier. So, I will not take much time. Let me now come to my home State, Kerala. The only State which has been constantly neglected by the Railways is the State of Kerala. Kerala has not seen any major development in the area of Railways after Independence. The people are forced to content with the few lines laid during the British period.

16.26 hrs.

[SHRI KHAGAPATI PRADHANI *in the Chair*]

The steep hike in the Railway fare is totally unjustified. The hon. Minister has deftly managed to raise even the ordinary Second Class and Sleeper Class fares without showing the net effect in black and white. For example, the hon. Minister claims that he has inflicted a hike of only Rs. 45 on a passenger traveling by Sleeper Class from Delhi to Kerala. This is far from the reality. He has increased the Super-Fast Supplementary Charge by Rs. 25 and the Computer Reservation Charge by Rs. 5. If we take into account this hike, the total hike would be somewhere around 20 per cent whereas the hon. Minister claims it to be only 7 per cent.

I will not come back to the problems faced by my State. There has been a consistent demand for more trains from my State. As we all know, Keralites are one community which travels a lot. Lakhs of Malayalees are working outside Kerala but the Railways have provided only a meagre facility for them to reach their home State. Kerala wholeheartedly supported the Konkan Railway. It gave Rs. 48 crore for its construction. But as a result of the Konkan line, we have suffered losses rather than gained anything.

A super-fast train, Mangala Express, which was connecting Kerala with Delhi will not benefit Kerala now as it is being diverted through Konkan. Till the hon. Minister presented his Budget speech, it was terminated at Mangalore. We are very much thankful to the hon. Minister that after the Budget presentation the hon.

[Shri N.N. Krishnadas]

Minister called a meeting of all hon. Members from Kerala and promised in that meeting that it will be extended up to Cochin. This Mangala Express was earlier passing through Palghat. Palghat is the divisional headquarters and the entrance town to Kerala from the North. But now this train has been extended up to Cochin as per his promise avoiding Palghat. My submission is that there should be a separate coach from Palghat to Shoranur to be attached to the Mangala Express. Otherwise, the people of Palghat will lose their facilities.

Sir, now I would like to mention about the most important line, that is Shoranur-Mangalore line. This line together with its southern extension upto Trivandrum is the life-line of the State. Unfortunately, the Shoranur-Mangalore section which was constructed during the British period remains a single line. The State of Kerala will be denied of the benefit of the Konkan line if this sector is not doubled. All political parties, all the MPs from the State and the Government of Kerala had pleaded with the Railways to give priority to this project. Konkan Corporation was ready to take up this project. Now, I do not know what has happened.

The Railways are making meagre allocation every year for this project and this means that the project would take at least a decade or two for completion. I will substantiate it by the figures provided by the Minister of Railways himself. The doubling project has been undertaken by omitting Shoranur-Kuttipuram Section. The Railways had promised that the entire stretch from Shoranur to Mangalore would be taken up for doubling.

I do not see a mention of Shoranur-Kuttipuram Section in the new Railway Budget. This is a breach of trust and violation of the promise. Even for the remaining Section which has been taken up for doubling, that is from Kuttipuram to Mangalore, is allocated insignificant funds. As per the estimates Rs. 552.19 crore are needed for doubling this sector whereas only Rs. 47.74 crore have been allocated. If this line of allocation remains to be the same in the future, it will take at least a decade to complete the project.

Kerala found its position in the map of Railways Electrification only very lately. Erode-Ermakulam sector was taken up for electrification years back. Last year, the Government had promised that by 1998-99 the project will be completed as per the new Budget. There is a deficit of Rs. 11.43 crore. That means we have to wait for more Budgets to see the completion of this work. The people of Kerala have demanded that the Ermakulam-Trivandrum sector also be considered for electrification. Promises were made by the successive Governments year after year but so far I do not see any mention to that effect. I demand that this important sector should be

included in the electrification programme this year itself.

Kerala is known for its narrow roads and this is mainly due to the density of population. If the Railways extend help, the State can have some respite from the daily traffic jams and serious accidents. There are numerous level-crossings in the National Highway which bring the road transport to a standstill many a time in a day. If the Railways construct overbridges, this problem will be solved to a great extent. Kerala is ready to extend cooperation by providing land and also by providing other assistance.

The people of Kerala are forced to depend largely on road transport as the Railways do not ply any train worth mention for the travelling public in the State. Many other States are benefited by electrical or diesel multiple units. This could be introduced connecting various towns and cities in the State. I would earnestly urge upon the Minister of Railways to introduce this service between Palakkad town and Coimbatore as a gesture of token gift. As you know Coimbatore is an important city in the South and Palakkad is the entrance to that town.

MR. CHAIRMAN : Please conclude.

SHRI N.N. KRISHNADAS : I am concluding.

There are numerous problems that are being faced by the State of Kerala due to this utter neglect of the Railways and its lack of initiative. Due to constraint of time, I do not want to mention each one of them and my colleagues will definitely bring them to the notice of the Government. But let me mention one important thing now.

Palakkad Division is one of the oldest divisions in the country. But after the commissioning of the Konkan Railway, many of the trains get diverted through Konkan route and those trains do not pass through Palakkad. Some important newspapers in Kerala have published some news, day before yesterday, yesterday and today also, saying that the Divisional Headquarters of Palakkad is going to be abolished or shifted out of Kerala. The Palakkad Division is going to lose its importance because of this. I would like to know from the hon. Minister whether there is any move to shift the Divisional Headquarters out of Kerala. Is there any such move, Mr. Minister? You may please reply to this.

MR. CHAIRMAN : Please conclude.

SHRI N.N. KRISHNADAS : The Minister is responding, Sir. He is ready to intervene.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : I only ask you this question. Do you feel that the newspaper which has published this news is a responsible newspaper? If that is so, you may give that paper cutting. When the Minister replies, he would reply to this point also. I am just making note of the points.

SHRI N.N. KRISHNADAS : All the hon. Members from Kerala, the Government of Kerala and the people of Kerala would not allow this Divisional Headquarters to be shifted out of Kerala.

This is my submission. The other important points would be submitted by my colleagues from Kerala.

[Translation]

SHRI PRABHUNATH SINGH (Maharajanji) : Mr. Chairman, Sir, I rise to support the Railway Budget presented by Hon'ble Minister of Railways Shri Nitish Kumar. Indian Railway is a symbol of unity in diversity. In a large country like India where people of different castes, creed and religions live together, railway plays a very significant role. There are more than 7 lakhs of villages in the country. People living in the villages have faith that the Department of Railways plays a very important role in connecting the whole nation with the mainstream of development. It is not that Indian Railway has not played its due role. Much progress has taken place in the railways. However, in 50 years it has not been developed to the desired extent. There are still many people living in the villages who have not seen the train yet. In remote rural areas where people born as agricultural labour, die in the same condition do not get a chance to go to urban area or market and see the train.

Railway is a commercial organisation but in a democratic country, it would not be right on the part of the Government to run a commercial organisation only on the basis of profit and loss. Therefore, Government should seriously consider about the extension of railway network to the most backward areas of the country.

Hon'ble Minister has presented a status paper in the House through which several facts have come to light which were not in our knowledge earlier. I am a new member and want to congratulate the Hon'ble Minister for presenting Status Paper in the House. However, in my view, it would have been better had there been a separate discussion on the Status Paper. In that case the House would have discussed all the facts and constraints

mentioned in it and also considered seriously the efforts to be made to solve these problems.

Many good points have been raised in this Railway Budget. Concession given to the senior citizen in the railway fare has been raised from 25% to 30%. Definitely, it is a very good step taken by the Minister of Railways. Another good step taken by the Hon'ble Railway Minister is that candidates going for appearing in the interviews for getting jobs, will get full exemption from the railway fare.

So far as the question of Tourism is concerned, Railway Department should give serious consideration to the steps taken for inter linking the tourist spots. On the day when the Minister of Railways presented the Railway Budget, there was an uproar in the House and some members pointed out that this budget was meant only for Bihar. I would like to say that if we read the Railway Budget carefully we shall find that Bihar has been neglected totally. There has been a mention of railway lines from Bodhgaya to Sarnath and Bodhgaya to Rajgir in the Budget. But, since lakhs of tourists and pilgrims from China and Japan visit Bodhgaya and Sarnath every year, the allocation on these lines should be counted in the country's budget instead of adding it in Bihar's Budget. Therefore, I feel that Bihar has never been neglected to such an extent as has been neglected this time in the Railway-Budget. Since the Minister has the power to go beyond the limitations of the budget, I would request him to please review the budget proposals for Bihar and remove the shortcomings by using the power which the Railway Minister enjoys.

Catering in the railways is also a very big problem. In this context, I would like to say that in trains catering arrangements are made by the Government itself and in some trains food is provided by the private caterers also. The Hon'ble Minister of Railways had given an assurance that catering facilities would be provided in all the trains by the railways themselves. However, I may tell you that the quality of food provided in trains is not good. Yesterday, I was travelling by Rajdhani Express. The soup served during the journey was made from artificial ingredients and not from fresh vegetables. I asked the Catering Manager about it. He replied that it was started in the railways one month back. Therefore, quality of catering needs to be monitored in order to provide good quality of food as there are chances of passengers contracting diseases like T.B. etc.

Rajdhani train is the fastest train in the country and is considered to be one of the best trains, hence it is not appropriate at all to have such a poor catering service. If you get the catering done through a private agency, it will prove to be far better than the government arrangement. You may compare the two.

[Shri Prabhunath Singh]

I do not want to say that catering service should be handed over to the private or the government agency specifically. What my point is that whoever is given the charge should provide better and suitable service.

The number of rail accidents is rising. The rail employees are definitely to blame in such cases. Whenever the issue of safety comes up and you have also said so in the House that the matter pertaining to safety comes under the jurisdiction of State Governments. However the safety of the passengers is not guaranteed in view of the controversy over this matter between the State Government and Union Government. The law and order situation is also not proper in many states. There are several such states with regard to which the High Courts have also commented thrice that jungle law is prevalent in these states. In certain states, the state governments themselves are involved in creating the incidents of crime. Take for instance the case of the state of Bihar to which both of us belong and which has been our birth place. There the state government is involved in the occurrence of such incidents. Hence you should strengthen the security forces in such states where the trains run and you should amend the law also, if need be and hand over the charge of safety to the Railway police. The reason for so many incidents of train dacoities in Bihar is that the dacoits have got the protection of the government and certain key persons are involved in this racket. Such information is passed on to us secretly. We have got the information that a conspiracy is being hatched to cause rail accidents by removing the fish plates or by causing some other damage to the rail line. All this is being done not to enhance but to tarnish your image. Hon'ble Minister should seriously consider it and take upon himself the responsibility of ensuring safety in railways. Hon'ble Minister is laughing but I am speaking the truth because we also get information from certain quarters.

A number of people from the state of Bihar have held the office of Minister of Railways. Late Babu Jagjivan Ram, Dr. Ram Subhag Singh, Kedar Pandey, Shri Ram Vilas Paswan also belonged to Bihar and they have been the Union Ministers of Railways. Bihar is proud today as you are now holding the charge of Ministry of Railways. However, a part of Bihar is still not connected with the rail route even after so many years of independence. This part of Bihar has been the birth place and centre of activities of stalwarts like J.P. Narayan and Dr. Rajendra Prasad. My constituency, Maharajganj is located between Siwan and Chhapra. I had made a personal request and you had given an assurance also but I fail to understand as to how it was left out in the budget. There is a route proposed from Daronda to Maharajganj via Mashrakh and I have been given to understand that a survey has been conducted there and adverse remarks have been given.

MR. CHAIRMAN : Please conclude.

SHRI PRABHUNATH SINGH : I am the first speaker from my party, hence the time allotted for my party may be given to me. The orders regarding conducting a survey of Mashrakh-Daronda-Maharajganj route was given when Shri Chandra Shekhar was the Prime Minister. It was taken up during the tenure of Shri Ram Vilas Paswan but the work regarding rail line was not completed due to adverse remarks. I request you to kindly consider it, lay the foundation stone for Mashrakh-Maharajganj rail line and get it completed.

The Minister of Railways had given me an assurance regarding holding a survey for extension of Chhapra-Kaptanganj route via Mashrakh-Maharajganj that the work has been started but I do not find it mentioned in the budget. I have gone through the rail budget wherein on page 22, you have mentioned the surveys currently going on and the ones proposed to be started?

When both types of surveys have been mentioned and you are holding the said survey also, you should have discussed it. Whether it is mentioned or not, I would like to submit that the rural folk as well as Prabhu Nath Singh are not interested in this discussion and the budget. What we want from you is that you should issue orders to get the survey work completed through your officials as soon as possible. That rail line starts from Chhapra. It should be extended via Gopalganj upto Mashrakh and a broad gauge line should be laid.

Sir, through you, I would like to draw the attention of Hon'ble Minister of Railways towards the Railway Recruitment Board. The Railway Recruitment Board had already been set up, but the officials have been deputed in the Railway Recruitment Board under your regime. Everybody appreciates the improvement in Railway Recruitment Board. People are confident that the irregularities in the Department of Railways will be addressed now that Nitishji has become the Minister of Railways. However, I would like to make a request in this regard. The Social workers are not given due honour by the Department of Railways. The political workers are anguished that Nitishji probably does not consider the political and social workers to be worthy enough. If the political and social workers were not deserving, how could they have been elected to the House. In my opinion, the political and social workers should not be viewed with suspicion. Some political workers may be dishonest but the government officials may also be dishonest. It has been proved as the prominent IAS officers have also been imprisoned. Hence I would like to submit that the Railway Recruitment Board should not be handed over solely to officials. What my point is that you should accord due honour to the social workers and offer them higher

position. You may keep an eye on them to ensure that they do not commit some mistake or be at fault or behave in an unscrupulous manner. Hence I would request you to reconsider it. You may exercise your authority to give them due honour.

Sir, I would like to congratulate the Minister of Railways for having taken the decision to run Swatantrata Senani Express train from Muzaffarpur to Delhi via Varanasi. With the introduction of this train, the people of that area will have the facility of travelling upto Delhi via Varanasi as there was no such train running earlier. I would like to make a suggestion. You have stated that the number of coaches is proposed to be increased in each train but this problem is not going to be resolved in view of the rate at which the population is rising and the way trains are being run. There are two Rail Coach factories, still the target set by you is not met.

[English]

MR. CHAIRMAN : Please conclude now.

[Translation]

SHRI PRABHUNATH SINGH : Sir, I shall conclude in two minutes.

Sir, since the targets are not met, the coaches are not available. Hence I request you to procure coaches from private agencies. If only four coaches are attached with a Rajdhani train and four coaches are taken from five trains, you will be able to run a new Rajdhani train. How much profitable that would be. The coaches could be held track-worthy for five years, ten years or twenty years and after some time, the coach would become the property of the Department of Railways. Thus, the number of coaches would go up and you will be able to provide required facility to the public. Hence, I request you to consider this suggestion seriously.

Sir, since you are indicating time and again, I'll conclude after making just one more point. The discussion regarding Deeghapur has been going on for quite some time. Hon'ble Raghuvanshi ji had put a question in this regard but I was surprised to read the answer given to that question. It is true that the Department of Railways has made a progress. Earlier we had coal engines.

Now you have introduced Electric trains and Diesel engine trains which run at a fast pace, however, it seems that officials of your department are still moving at the speed of coal engine. It has been mentioned in the reply that the survey work will take two more years. The survey has been going on for past two years and will go on for another two years. How the work will be completed at this pace?

Sir, I would request you to give instructions to the officials not to work at the speed of a slow moving coal engine. You should issue orders that the officials should work at the same speed as the fast trains run by diesel engines and electric engines. Funds should be allocated to construct the Deegha-Sonpur Rail bridge at the earliest. ...*(Interruptions)*

SHRI LALU PRASAD (Madhepura) : Mr. Chairman, Sir, it is quite regrettable and at the same time ludicrous position for the Prime Minister of the country and also the Minister of Railways, whoever might have been in charge of the Ministry of Railways ...*(Interruptions)* When the issue of linking the northern and southern Bihar with Deegha-Sonepur line was raised, which is being mentioned by the Hon'ble Member here, I was present there and so were the former Prime Minister, Shri Dve Gowda, the Minister of Railways and all the officials of the Department of Railways ...*(Interruptions)* All the people were of the view that the proposal should be examined. ...*(Interruptions)*

Sir, fraud has been pulled on entire Bihar. "Lying of foundation stone of Railway Bridge" is still prominently displayed there. Hon'ble Prime Minister, Railway Minister and other ministers had visited the spot. It should be explained clearly whether this cruel joke played on Bihar in such a manner will be looked into or such empty promises will be continued to be made. If all the projects taken up in Bihar and with regard to which the foundation stones have also been laid, were to be started ...*(Interruptions)* It will be beneficial for the agricultural sector also. ...*(Interruptions)*

MR. CHAIRMAN : Hon'ble Minister has noted your point.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : Mr. Chairman, Sir, this matter was raised earlier also when discussion on interim budget was going on in the month of March. I am surprised because a reply was given towards the end of the discussion which the Hon'ble Members might have heard also and if they did not have the patience to listen to the reply, they could have gone through it before raising the matter again. I had given quite a detailed reply. When I assumed the charge as the Minister of Railway, the first thing I did was to seek information in this regard. It was very much in my mind that as the foundation stone for construction of a Rail bridge has already been laid, I wanted to seek information in this respect. When I tried to get the required information, I got it, because some Members had raised this issue. Shri Raghuvansh Prasad Singh was also present and he had also raised this matter. He might have raised it in the course of his speech or by intervening; just as Lalu ji was intervening some time back. I had given a reply at that time also that survey work is being carried out and after the survey work is completed, a model test will be carried out and alignment

[Shri Nitish Kumar]

will have to be made. I had mentioned there also that as the Prime Minister has laid the foundation stone at a particular spot, the bridge will be constructed there only. However you must keep in mind that the decision regarding the length of the said bridge and its alignment will be taken after the receipt of the complete report. The model test of bridge is going to be carried out.

17.00 hrs.

The model test will be conducted at Roorkee. The model test will have to be repeated twice to find out the likely impact on the city of Patna during rainy season due to flow of water. As the work is to be undertaken at the Ganges, close to a very prominent city, the survey is being carried out by 'RITES' and the construction of bridge can be undertaken after the completion of survey. ...*(Interruptions)* You were in the power, so how did you lay the foundation stone of the bridge at that time. I had given an assurance in this regard last time itself that the bridge will be constructed there. Funds have been provided for the survey and the rest of the work.

SHRI LALU PRASAD : Sir, Hon'ble Minister is misleading the House and evading the question. ...*(Interruptions)* Please do not interrupt, it is a question pertaining to our constituency.

[English]

MR. CHAIRMAN : The Minister has already replied to you.

[Translation]

SHRI LALU PRASAD : The survey work was undertaken during the tenure of ex-Minister of Railways, Hon'ble Madhu Dandavate ji. The soil testing was done at Pune and all the facilities were checked and again the survey work was got completed by Janeshwar Mishra ji. My submission is that the go ahead was given by the Prime Minister of the country and the Union Minister of State and were also involved in the decision. The foundation stone was laid after checking out everything. Now the same procedure is being diluted and we are being diverted by such statements that the bridge will be constructed and the test will be carried out. Once the foundation stone has been laid, the bridge will be constructed at that spot. He is not making any definite commitment ...*(Interruptions)* He is simply misleading us.

SHRI NITISH KUMAR : If I am misleading you, you may move the privilege notice. Everyone will have to bear the consequences of the kind of work you have done of pulling wool over the eyes of the people.

[English]

MR. CHAIRMAN : Lalu Prasad ji, please let the hon. Minister conclude.

[Translation]

SHRI LALU PRASAD : That is what I wanted to tell the people of Bihar that what he is saying is utter falsehood. The Minister of state has confirmed it. Now action will have to be taken from a new angle.

SHRI NITISH KUMAR : You may go through the record to see as to what the Minister of State has confirmed. I had said so at the interim budget stage and today also, I have made certain statements in this regard. If the same are seen as misleading the House. You may move a privilege notice.

SHRI LALU PRASAD : If you have not spoken the truth, would you offer us sweets. ...*(Interruptions)* Why do you talk of moving a privilege motion?

SHRI NITISH KUMAR : Mr. Chairman, Sir, please ask Lalu ji to stay here throughout the night during the discussion on rail budget instead of talking of offering sweets. ...*(Interruptions)*

SHRI PRABHUNATH SINGH : Mr. Chairman, Sir, through you, I would like to tell the Hon'ble Minister that I had heard his reply. What I wanted to say was that in the reply given under the signature of Hon'ble Minister of state to the question asked by me and Raghuvansh Prasad Singh ji, the time stated for completing the survey is quite long. I had simply requested you to issue orders to the officials that taking such a long time is not at all desirable. Action should be taken to construct the bridge after getting survey completed at the earliest.

SHRI NITISH KUMAR : I had contacted the office of "RITES" and got the information from them. ...*(Interruptions)*

SHRI LALU PRASAD : Mr. Chairman, Sir, he is trying to fool us. Are his intentions bonafide. ...*(Interruptions)*

SHRI PRABHUNATH SINGH : We have never doubted your intention. ...*(Interruptions)*

SHRI NITISH KUMAR : I also do not doubt your intention but you tend to dilute our efforts. You should take a look at the efforts made by us. ...*(Interruptions)*

SHRI RAGHUVANSH PRASAD SINGH (Vaishali) : The laying of foundation stone was wrong and what Hon'ble Minister is telling us is also wrong. It should be looked into. ...*(Interruptions)*

MR. CHAIRMAN : Prabhunath Singh ji, please conclude now.

SHRI PRABHUNATH SINGH : Nitish Babu, Lalu ji and Raghuvansh Prasad Singh ji have taken my time. I shall conclude in two minutes after recounting an incident. I would like to tell Hon'ble Minister of Railways that there is a place by the name of Bansi Chhapra on Chhapra-Siwan rail line. A rail accident took place there two months ago and two people had died. The officials of the Department of Railways, District magistrate and D.S.P. visited the spot and had given a written assurance that the family members of the deceased would be given compensation and employment. They had also said that a manned level crossing would be provided as soon as possible at the place where the accident has occurred, however, no action has been taken so far. As there is always a heavy rush of passengers at this place, hence a level crossing should be provided at the earliest. It is not going to cost much. The government should also provide compensation to the families of the deceased. As you are getting impatient, I conclude my speech and support the rail budget.

SHRI BHAJAN LAL (Kamal) : Mr. Chairman, Sir, kindly allow me to speak for five minutes.

MR. CHAIRMAN : The permission of the Speaker has to be sought first.

SHRI BHAJAN LAL : I'll conclude in five minutes.

MR. CHAIRMAN : Your name is not in the list. If permission is given by the Speaker, you will be given time to speak.

SHRI BHAJAN LAL : I have joined today itself after the elections conducted in my constituency. Kindly allow me to speak for only five minutes.

MR. CHAIRMAN : You may sit down for the time being.

[English]

SHRI K.H. MUNIYAPPA (Kolar) : Mr. Chairman, Sir, I thank you for giving me this opportunity to speak on the Railway Budget.

In Karnataka, the conversion work of Yelahanka Bangarapet line into a broad gauge line is in progress. Out of the total length of 147 kms., the work on only 67 kms. of the line has been completed. Work on the remaining 80 kms. of the line has yet to be completed. This work has been stopped.

I have also given a representation for completing the remaining part of the work on 80 kms. rout from Chikkaballapura to Kolar. People of that area are very much agitated because of non-completion of this route. I would like to know from the hon. Minister, why this has not been completed earlier. Without completing this work, the purpose of linking these areas to the rest of the country will not be served. It gets linked to Chennai and covers almost two-three districts representing about 25 lakh people. This is a very important route but this has been topped halfway. I would like to draw the attention of the hon. Minister that during the regime of the then hon. Minister of Railways, Shri C.K. Jaffer Sharief the survey was completed and the plan was approved. Now, only Budget allocation has to be made. The Government has already spent some money, so the remaining part should also be completed. Therefore, I request the hon. Minister to provide funds to take up this work so that it is completed as early as possible.

I would further like to draw the attention of the hon. Minister that this has to be linked with Madanapalli where the Tirupati linking is coming up. It would be very useful for that area. I request the hon. Minister to taken up the survey work via Tadagal and Rayalped to Madanapalli.

Sir, two trains, Island Express and Netrawati Express, have been shifted from that area to Salem line. These trains were running on that route since their inception. These have been shifted via Salem. But no provisions has been made for a new train or for any other train on that route. There are two public sector undertakings on that route. The passengers, the staff of these two undertakings, viz. Bharat Goldmines and Bharat Earthmovers, and people who do business in these areas find it very difficult to go to their places of work. Alongwith the staff and businessmen, this has also affected a lot of tourists who go to Chennai, Coimbatore, Trichy, Emakulam, Trivandrum and Kanyakumari. I represented to the hon. Minister twice or thice to provide one or two trains on this route which will go via Bangarpet up to Kanyakumari. It is a great injustice to the people of that area. I request the hon. Minister to take it up with the Ministry as early as possible to sort out the problems of that area.

Another important point that I would like to raise is about the reservation of tickets at Kolar, Bangarpet, Mallur, Kamasamudram, Takel Railway Stations. The reservation facility for every train which stops there should be made. The Ministry of Railways have done away with the system of reservation of tickets at important places like Bangarpet, Kolar which is a District Headquarter, etc. I would request the hon. Minister to take care of this also.

[Shri K.H. Muniyappa]

Sir, I would also like to draw the attention of the hon. Minister that about 10,000 people travel from Bangarpet to Chennai and to Bangalore. The people of this area have been badly affected because of diversion of these two trains. People of that area are very much agitated and lot of agitations have already taken place. All the political parties unitedly agitated and have stopped the trains thrice. Even then the Ministry of Railways has not taken any note of this fact. They have not taken this issue seriously. This is very unfortunate. I have given the representation to the hon. Minister about four to five times. If the Government does not take a note of it, I will have to go with the people of that area to take all the necessary steps to implement this work. I will not hesitate to sit on the track, if this is not done. I appreciate that the hon. Minister has assured me that he would find the way out to run the train to Bangalore and Kanyakumari via Bangarpet.

I would like to draw the attention of the hon. Minister towards the maintenance of some trains like Suwama Express from KGF to Bangalore. It is not properly maintained and people who travel by this train suffer a lot because of this. I would also request that work on Marikuppam to Viswanatham and doubling of Maloor to Jalarpet route, which is under progress, should be completed as early as possible. The Tirupati passenger train which goes from Mysore to Tirupati should have a stoppage at Tamsamudram to enable the people to avail this facility.

The hon. Minister was very positive and assured me when I met him that these would be taken care of. I hope the hon. minister will take care of these areas and would sanction for the completion of the projects which I have mentioned.

SHRI M. MASTER MATHAN (Nilgiris) : Mr. Chairman Sir, in the present Budget, Mangla Express connecting Salem, Erode, Coimbatore, etc. has been discontinued and it has been diverted to Konkan Railways. Because of this, many commuters are suffering. They are not able to travel with the existing facilities.

So, my request to the hon. Railway Minister is that either the present system should continue and a new train should be connected to the Konkan Railway or a new train should be connected to the present Mangala Express in that line.

Nilgiris is a tourist centre. Now, for tourism, our hon. Railway Minister has provided certain facilities from Coimbatore to Mettupalayam and in Kodaikanal. Ooty is a hill station. It has got only one unique railway track. Already the locomotive is in a very bad shape. The Ministry of Railways wanted to get three locomotives from

Switzerland. It costs about Rs. 20 crore each but the Ministry of Finance has not cleared it so far. In view of the importance of tourism in this district, I request the hon. Railway Minister, to provide these locomotives which are on paper, to sanction these three locomotives so that it would generate more benefits to the people; the road would get decongested; and the speed limit would increase. It would be advantageous to the tourists. It is also a welcome proposition. I request the hon. Railway Minister to take up this matter.

SHRI JOACHIM BAXLA (Alipurduars) : Mr. Chairman, Sir, I am very much thankful to you for having allowed me to speak on the Railway Budget 1998-99.

Sir, the Indian Railways is the single largest commercial enterprise owned and managed by the Government of India as a departmental undertaking. It has also been observed that the Indian Railways fulfil the infrastructural needs of our country. It is necessary that the network of Railways should be connected for the development of our country and also for the economy of our country. But it has been observed that the Railway Budget placed before this august House is moving no direction at all and it lacks vision. The pace at which improvement made since the inception of the railway line in our country has been very slow. We had inherited 85 per cent of the network from the British and the improvement made after our Independence is very negligible.

In the last year's Railway Budget, the former Railway Minister, Shri Ram Vilas Paswan, gave an assurance to us that a new line between New Mainaguri-Chagrabanda-Basirhat-Tufanganj would be constructed and it would go up to Jogigopa, which connects Guwahati. Recently a new Namarayan bridge had been constructed at Jogigopa. The hon. Prime Minister had already inaugurated that bridge. Therefore, in order to have an alternative line, an alternative railway service, it is required to conduct the survey of this proposed new line. I would ask the Railway Minister as to when they are going to complete the survey work of this proposed new line. Also I would ask the Railway Minister about the on-going project of Eklakhi-Balurghat. The improvement as far as the construction of this line is concerned is very poor.

I would request the hon. Minister of Railways to look into this matter. Efforts should be stepped up to complete the on-going projects as early as possible. We have demanded that the existing metre gauge line of New Jalpaiguri-Siliguri-Malbazar-Alipurduar-New Bongaigaon should be converted into a broad gauge line.

We should be very careful about our national security taking into account the present scenario, namely, the

political as well as the defence aspects of our country. I think you would appreciate the conversion of this line will serve as an alternative line because the existing broad gauge line going through New Jalpaiguri, New Alipurduar and New Bongaigaon is overloaded. Therefore, some train should be shifted from that line. The Darjeeling Mail originates from New Jalpaiguri. I would request the hon. Minister that arrangements should be made so that the Darjeeling Mail goes up to Siliguri Junction. Further, considering the importance of Darjeeling, we should think that the Toy Train which is an historical train, should be made more attractive. We should try to beautify the station and more attention should be paid for the improvement of this line.

I will also endorse the views expressed by hon. Members from Manipur and also other Members who are from the North-Eastern States. I have seen those places and I am very sorry to observe that those States—we call them seven sisters—should be taken care of. The railway network should be expanded so that the regional imbalances can be removed. As far as our national security is concerned, North-Eastern region should be given top priority. Just like our former Minister of Railways, who tried to give more priority to the North-Eastern region, I would request the present Minister of Railways to give top priority to our States and look into the matter sympathetically so that immediately all the projects of the North-Eastern region are completed.

I would bring it to the notice of the hon. Minister that the Railway Recruitment Board is full of corruption. I know about Alipurduar Junction. Appointments are made in a wrong manner. They are depriving the local youths employment. The local youths have made an organization called 'Bekar Yuva Mancha'. They are very much frustrated because the Local Employment Exchange is not working. Whenever any vacancy arises, the railway authorities are not calling youths from the local Employment Exchange, instead, they are calling from the National Employment Exchange. Therefore, the local boys and girls are being deprived of employment. The youths of Alipurduar Junction are very much deprived and frustrated.

Alipurduar Junction is a very important station. During early days, this station was having two locosheds and other infrastructural facilities. Although they are still existing, the railway authorities are not making proper use of these places. I would request the hon. Minister of railways to make use of the infrastructural facilities available at Alipurduar Junction.

As far as safety is concerned, the hon. Minister was saying that proper raining and counselling are being given to the employees. But I do not think that will be enough

because if you think of Assam and the destruction being done there, you will realise what are the factors that have been instrumental for destruction of railway lines and rail services there. Therefore, those people who are destructing the railway lines and railway bridges by way of bomb blasts should be taken care of because they are very much frustrated.

I would like to ask the Railway Minister what steps they have taken; whether they have consulted the State Government, whether they have consulted the Central Government regarding the disruption of railway track due to these bomb blasts in Assam area. Because some Adivasi students have formed a union. They are frustrated because of ethnic violence. They have come to Delhi and they are sitting on a dharna. Today they are not indulging in such activities. But tomorrow—we never know—they may have no alternative but to indulge in disruptive activities. Therefore, it is better to take preventive measures or precautions without waiting for the time when they will be indulging in such activities.

I would request the hon. Minister to increase the reservation quota for all the trains which are plying through New Alipurduar junction.

Also we have been demanding since long that one superfast train should be introduced for the North Bengal. He has introduced one superfast train, North Bengal Express but I do not think that it is a superfast train, and it is running as a bi-weekly. The Minister has taken a political decision because originally we demanded that the train should be operated upto New Alipurduar because New Alipurduar is a gateway to Assam. So, the North Bengal express should have been running upto New Alipurduar not up to Cooch Behar. Because that was our original demand the people of Alipurduar are very much agitated. Therefore, I would request him to extend this train upto New Alipurduar

SHRI T.R. BAALU (Madras South) : Mr. Chairman, I rise to oppose the Budget for the reasons that I will highlight in the course of my deliberations.

Secondly, I congratulate my close friend, Mr. Nitish Kumar. But at the same time, if he comes to this side he himself will oppose his own Budget for the reasons best known to him. With great anguish, agony and handicaps, he has prepared the Budget.

As per the international experience and as per the recommended coefficient to the GDP growth of this nation, the goods traffic should be at the level of 1.5. The passenger traffic should be at the level of 1.8. But here in India, the performance of the Railway is below one when compared to the other international railway

[Shri T.R. Baalu]

standards. Also the coefficient is going down every day, down and down. So, in this case, the Minister should take care to have the market share intact. When compared to 1950-51, the market share of freight traffic has gone down from 89 per cent to 40 per cent. When compared to 1950-51 the passenger traffic has gone down from 80 per cent to 20 per cent, and in this case because of the loss of market share, our hon. Minister could not do further or further up his developmental activities.

For the information of the House, as per the Status Report. in the Fifth Plan the internal mobilisation of resources was 25 per cent and the budgetary support was 75 per cent. In the Sixth Plan the internal mobilisation was 42 per cent and capital inflow from the exchequer was 58 per cent.

In the Seventh Plan it was 43 per cent. Since the Seventh Plan onwards, the Indian Railways Finance Corporation (I.R.F.C.) is coming to its rescue. It is borrowing from the IRFC. In the Seventh Plan the borrowings from the IRFC was 15 per cent and the Exchequer's allocation had come down from 58 per cent to 42 per cent. In the Eighth Plan, the internal mobilisation was 58 per cent, the borrowings from the IRFC was 17 per cent and Exchequer allocation had come down to 23 per cent. In the Ninth Plan, in the year 1997-98, the internal mobilisation has come down to 41 per cent, the borrowings from the IRFC is 30 per cent and surprisingly the Capital from Exchequer has come down to 24 per cent. In the year 1998-99, the expected inflow from the internal resources is 46 per cent; the borrowings from the IRFC is 29 per cent and the Exchequer's allocation is 22 per cent. The Capital from the Exchequer has shrunk. It has come down from 75 per cent to 22 per cent.

The hon. Minister, Mr. Nitish Kumar has highlighted some points in the Status Paper. What happened in Japan? What happened in Germany? The Japanese Railways have fell into the debt-trap. The German Railways have fell into the debt-trap. The Japanese Government have invested 28 trillion yens to bail out the Japanese Railways, and, at the same time, the German Government have invested 67 billion of Deutsche Mark to bail out their railways. I want to now from the hon. Minister what he is going to do. I would like to know whether he is going to fall into the debt-trap or he is getting more allocation from the Exchequer. What are you going to do? The subsidy is increasing year after year. The hon. Minister is not getting Rs. 1,800 crore from the Exchequer for the social obligation he rendered, and, at the same time, the borrowings are going up and the internal resources are diminishing. I want to ask the hon. Minister whether he is going to have more

borrowings leading to debt-trap or he is going to get more money from the Exchequer or he is going to have more Divisions and more Zones, etc. My suggestion would be instead of increasing the Zones from 9 to 15 and increasing the Divisions from 58 to 64, it is better to make your Railway Board Chairman as C.M.D. of holding corporate companies and all the Divisions or Zones as corporate units. So, instead of relying on the IRFC all alone, the hon. Minister can go for setting up corporate bodies and even he can go in for Konkan Railway pattern. I think, the hon. Minister will shortly go in for public issue. In fact the Indian Railways have got the pride of place. It has got 144 years of experience—94 years prior to Independence and 50 years after Independence. It is having 15 lakh employees handling 12 lakh tonnes of freight everyday; and 11 lakh passengers everyday, but, at the same time, the achievements are not equitably distributed to all the regions whether it is the North or the South.

Sir, I would like to point out one more thing. The total route kilometre—broadgauge and metre-gauge—comes to around 62,729 as far as the nation is concerned.

As far as Tamil Nadu is concerned, broad-gauge plus metre-gauge is 4005 kilometres only. It comes to only 6.38 per cent of the national figure.

I request Shri Jaipal Reddy not to disturb the Railway Minister. Sir, the Minister is not hearing my speech. If he is not interested to hear me, then what is the use of my speaking? I am just putting forth to the Minister my feelings, my concern for Tamil Nadu but the Minister is not hearing me.

MR. CHAIRMAN : Mr. Minister.

SHRI NITISH KUMAR : I am very much hearing, Sir.

SHRI T.R. BAALU : Sir, I was saying that the broad-gauge and the metre-gauge throughout India is 62,729 route kilometres whereas for Tamil Nadu, broad-gauge plus metre-gauge is only 4005 route kilometres. It comes to around 6.38 per cent of the total for the nation. Now, what is the total broad-gauge conversion so far in India as a whole? It is 41,971 kilometres. And what is the status of Tamil Nadu? Only 1518 kilometres! It comes to around 3.61 per cent of the total. My dear friend Mr. Nitish Kumar, just hear what I am telling. Compared to Tamil Nadu, Punjab has got 93 per cent of Broad Gauge, Orissa has got 93 per cent, Madhya Pradesh 76 per cent, West Bengal 80 per cent, Kerala 89 per cent, Andhra 81.9 per cent, Karnataka 72.4 per cent, Maharashtra 74.8 per cent and Uttar Pradesh 74.7 per cent. See the pitiable condition of Tamil Nadu! Tamil Nadu has got only 37.9 per cent.

Is it not shame on the part of the Government? I demand my friend Mr. Nitish Kumar to kindly help us. Tamil Nadu has been neglected even during the post-Independence period. I think the Railway Minister will definitely come forward to my rescue.

The city of Chennai has got two main railway stations. One is Chennai Central and the other is Chennai Egmore. From Chennai Central, all north-bound trains start and from Chennai Egmore, all south-bound trains start. The hon. Railway Minister is very much interested in integrating the nation, both socially as well as economically. My request would be that if he is really interested in the national integration, he should connect Kashmir and Kanyakumari by putting a superstructure railway line from Chennai Central to Chennai Egmore along with B.G. Conversion from Beech to Tambaram. If it is done, not less than four to five hours will be gained. It is only a very short distance of two to three kilometres. So, I urge upon the Government to kindly connect Kashmir and Kanyakumari by interlinking the railway stations of Chennai Central and Chennai Egmore. The Railway department is rather developing the MRTS for Chennai. A Rs. 605 crore project is being taken up and from Tirumayilai to Velachery, the construction is going on.

MR. CHAIRMAN : Please wind up now.

SHRI T.R. BAALU : Sir, I would not take more than five minutes. It is my own constituency matter. I will not take more than five minutes, Sir.

MR. CHAIRMAN : You have already taken ten minutes.

SHRI T.R. BAALU : Kindly bear with me, Sir. At times only I speak.

Sir, there is one proposed station called Taramani in MRTS of Chennai Mahabalipuram, where rock sculptures are there, where a lot of foreigners are coming day in and day out, which is a tourist centre, which attracts people throughout the year can be linked to Taramani which is on the MRTS map could link Chennai with very short distance of not more than 30 kilometres, I think it will promote tourism.

At the same time, the hon. Minister would be knowing what the Golden Rock Workshop is doing. Now, there are 7,600 employees in the Workshop. But what is the work given to them? They just maintain the locomotives. They just maintain small bogeys. It is just like a small workshop. In the Ninth Plan, the Planning Commission had permitted the Railways to go in for the construction of 1,75,000 wagons. In such a case, they have to construct 35,000 wagons every year. Out of 35,000

wagons, Wagon India Limited can produce only 26,000 wagons. If Wagon India Limited is producing 26,000 wagons, still 9,000 more wagons are required to be produced. So, I urge the Government that out of these 9,000 wagons, it should allow the Golden Rock Workshop to produce at least 3,000 to 4,000 wagons per year so that it can take up the work and complete it in time at a cheaper price.

Another thing that I want to tell the hon. Minister is that he has provided Rs. 20 crore only for the MRTS of Chennai. The State Government's share is there, but the Central Government has provided only Rs. 20 crore. It has to be given top priority. It has to be completed by the year 2000. If it is to be completed by the year 2000, then the amount allotted for this purpose is very meagre.

Another thing is that there are a lot of broken gauges. The hon. Minister has announced that they are going to take up the work of Villipuram-Thanjavur main line. Of course, the chord line between Tanbaran and Tiruchi is going to be completed. But in my constituency, also there exist suburban tracks. There is no broad-gauge line from Beach to Tambaram. So, kindly convert the suburban electric train track into a broad-gauge track.

In my Constituency, South Chennai, there are a lot of problems. There are T. Nagar, Alandure, Saidapet and Tambaram Assembly Constituencies. If one visits from place to place between these Assembly Constituencies, he will find a lot of level crossings.

SHRI NITISH KUMAR : What did he do in his regime?

SHRI T.R. BAALU : The work of subways of these crossings has to be taken up. As promised I know that the hon. Minister is going to take up the work shortly. I think that the Railway Board is in the know of things. I know that the hon. Minister will take up the matter. They have provided meagre funds to Saidapet Bazar Road subway, Madras Institute of Technology of Chromepet RUB. They have failed to take into account St. Thomas Mount subway, Pallavaram Durgah subway, Pallavaram Cemetery Road subway, Rangarajapuram-T. Nagar subway. At the same time, he has not provided enough funds. Our hon. Chief Minister of Tamil Nadu has written a letter to the hon. Railway Minister. He also deputed the hon. Transport Minister of Tamil Nadu to meet the hon. Minister of railways. He came and met the hon. Minister. I agree that he has responded to our hon. Chief Minister of Tamil Nadu's request. At the same time, he has to take care of it. The Ministers come and go, but whoever comes, he gives something in the Budget. Estimates and goes away. As per the request of our hon. Chief Minister, he has agreed for the construction

[Shri T.R. Baalu]

of Karur-Salem line, and the work of Dindigul-Trichy, Madurai-Rameswaram, Thanjavur-Nagore-Karalkal, Quilon-Tenkasi-Tiruchendur, Tirudhunagar-Tankasi, Villipuram-Pondicherry, Thanjavur-Villipuram and the department have taken up these works. The work of doubling between Irugur-Coimbatore has also been taken up. Of course, the Budget provision is there, but very meagre allocations are made.

Then, he has ignored Chengalpat-Arakkonam line. If they convert Chengalpet-Arakkonam line into a broad-gauge line, the people coming from Howrah will be able to go to Trichy without any problem and the train coming from Mumbai can be routed through Arakkonam-Chengalpet to Trichy. It is a short route.

If this is done, both time and money can be saved. So, funds should be provided for this project.

Then, as far as Thanjavur-Nagore line is concerned, the hon. Minister has stated in the Performance Report that the contractor has not come up to the level. This is the reason set out in the Performance Report. Thanjavur-Nagore-Karaikal is a very important line. There is a famous church at Velankanni, there is a Muslim Durgah at Nagore, and there is a temple of Tyagaraja at Thiruvavur. He has provided only a meagre amount of Rs. Nine lakh for this line. If the hon. Minister is really secular, he should provide more funds for this very important line.

Sir, for the gauge conversion of Quilon-Tirunelveli-Tiruchendur and Tenkasi-Virudhunagar lines, only a token of Rs. 10,000 is provided and for Rameswaram-Madurai line also only an amount of Rs. 10,000 is provided, whereas Rs. 24 crore would be needed for this line. For the Villupuram-Thanjavur line, the hon. Minister has provided only Rs. One lakh and for Villupuram-Pondicherry line also he has provided a token of only Rs. 10,000. This is not enough and I would request the hon. Minister to provide more funds for these projects.

As far as the doubling between Irugur and Coimbatore is concerned, the hon. Minister has provided only Rs. One lakh which is not enough. I understand the difficulty of the Minister, but I would urge him to give more funds for this project.

Then, Karur-Salem line is a very important line for which he has provided Rs. 15 crore. He should have provided more funds for this line. But somehow he has not done it.

Sir, I think the hon. Minister is not ignoring the demands of the people of Tamil Nadu. In my constituency, the *Luz-Velacherry line should be taken up on priority*

basis. Otherwise, I can construe as if my hon. friend has ignored me and left me in the lurch.

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Mr. Chairman, Sir, I rise to support railway budget.

Sir, the Konkan Railway was dedicated to the nation by Hon'ble Prime Minister. The function was held in my constituency and the Minister of Railways and Minister of State in the Ministry of Railways worked hard to make it a success and the Prime Minister Shri Atal Bihari Vajpayee dedicated the Konkan Railway to the nation in this function for which I would like to thank him. In that function, some announcements were made by our Minister of Railways, I would like to remind those announcements. Today the Konkan Railway is the busiest rail route in the country as it joins the south with the north and many other trains are also running on this track from south to north. The farmers of that area helped in the construction of rail route for Konkan Railway and it is due to their cooperation that this work could be completed.

AN HON'BLE MEMBER : In two months.

SHRI ANANT GANGARAM GEETE : Not two months, but the work was completed in two years which is a very short period. That is why the farmers of that area want that they should also be given opportunity to reap the benefit of this railway. Through this railway, the Konkan will develop and that is why people have welcomed this railway.

Today, many trains including Rajdhani pass through this route. In that function we had demanded that for the benefit of people of that state an independent train should be introduced from Panvel to Savantwadi. When this line was not completed a train was running between Kurla and Savantwadi and from Dadar to Savantwadi. Now the trains originate from Shivaji Terminal and run upto Mudgaon in Goa. Konkan region does not have benefit of this train. I demand from the Hon'ble Minister that a train should be introduced from Shivaji Terminal to Savantwadi to benefit the people of that region. In that function an announcement was made that shortly a new train will be introduced soon. That train has been introduced which runs from Kurla to Mangalore but being a super fast train it does not stop at many stations of Konkan area. Therefore, I demand that some trains should be introduced which should stop atleast at the major stations. There we had demanded one more thing also. If we demand today then perhaps it will be fulfilled after 25 or 30 years. There is also a demand for doubling the Konkan Railway line which is very much needed today. On Konkan railway route many trains are being run

because through this route the distance between Trivandrum and Delhi has been reduced by 23 hours. Through Konkan Railway line we can save 23 hours in reaching Delhi from Trivandrum. Keeping this in view I would like to request the Minister of Railway that if the trains passing through this route stop at major stations and it takes 15-20 minutes more, the Hon'ble Minister should try his best to provide such stoppages. When we are saving 23 hours then you should try to stop those trains there for 15-20 minutes.

We had demanded that the Rajdhani train which has stoppage at Ratnagiri and Savantwadi should also have a stoppage at Indrawati, the super fast train running between Kurla and Mangalore should also have stoppage and one train running between Panvel and Savantwadi. ...*(Interruptions)* I am demanding a train from Mumbai, from Kurla should be introduced for Panvel to Savantwadi in Konkan region. These trains should be started either from Dadar or Shivaji Terminal to Savantwadi so that it will benefit the farmers and people of backward and hilly areas of Konkan region. Here I have heard and read the speech of Honble Minister. The Railway Ministry has always promoted sports and in this connection I would like to give some suggestions. According to my information if any sportsman gets national award then he is given some facility to travel in the train. Similar awards are given to sportsman at State level also.

The Maharashtra Government gives Shivaji and Dronacharya Awards to the best sportspersons at State level. The number of such sportspersons is a few hundreds in the country. I would like to suggest that as the sportsperson getting national awards are permitted to travel free by the railways, similarly the sportsperson getting state awards should also be given this facility. This will inspire sportsmen and encourage sports. The sportsman who play for his State or for nation should also be encouraged.

I would like to make one more demand here. When our country conducted nuclear test, the people of entire country celebrated the occasion. People welcomed nuclear explosions. The news of nuclear explosions was published in every newspaper and at that time one of our youth Surendra Anant Chauhan had hoisted the Indian Flag on Everest. I am proud that he belongs to my area. I am also more proud that he is an Indian. It was 8th May when he hoisted the flag on Everest and first of all he contacted Prime Minister Shri Atal Bihari Vajpayee. But Atalji was on tour to Tamil Nadu. He talked to Pramod Mahajan on Doordarshan and that discussion was telecast on Doordarshan.

When that youth hoisted the flag, the first thing he said was that "I am proud that nuclear test is conducted

in our country". Thereafter he contracted the Chief Minister of Maharashtra ...*(Interruptions)* you should have patience to listen this. ...*(Interruptions)* I am telling about railways only. He climbed everest from the China side. The mountaineers from Japan also tried to scale the Everest but they failed. Our youth tried to climb everest from China's side and he was successful in his first attempt itself. I want to honour him and I would like to request the Minister of Railways that he should honour that youth by providing job in railway ...*(Interruptions)* He has done a heroic deed. Therefore, by providing job in railway, he should be honoured ...*(Interruptions)*

SHRI RAJO SINGH (Begusarai) : Which job you want to provide to him in railway? Whether you want to make him Chairman or a class-IV Khalasi ...*(Interruptions)*

SHRI ANANT GANGARAM GEETE : Mr. Chairman, Sir, it is a matter of nation's pride. ...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad) : We should not make such fun. ...*(Interruptions)* It is an insult to that youth. ...*(Interruptions)*

18.00 hrs.

MR. CHAIRMAN : What is this going on? You please sit down.

...*(Interruptions)*

DR. SHAKEEL AHMAD (Madhubani) : Our friend has asked the right thing. He means to say that you should honour him. ...*(Interruptions)*

SHRI ANANT GANGARAM GEETE : You should have patience to listen this. The country should feel proud of the youth who had hoisted tricolour on Everest but here we are making fun of it. ...*(Interruptions)*

[English]

MR. CHAIRMAN : Nothing will go on record except the speech of Shri Geete.

...*(Interruptions)**

[Translation]

SHRI ANANT GANGARAM GEETE : Mr. Chairman, Sir, he has not committed any mistake. ...*(Interruptions)* It is the culture of Congress. It is not his fault. The fault is with their culture. One youth who has done something for his nation, they are asking that whether you would appoint him as Chairman or peon. I don't want to say anything about this.

*Not recorded.

[Shri Anant Gangaram Geete]

18.04 hrs.

[DR. LAXMINARAYAN PANDEY *in the Chair*]

I would like to thank Minister of Railways for one more thing. The Minister of Railway laid status paper in the House before presentation of railway budget. Today, we heard the speeches of members of opposition. If we put water on explosive then it will become ineffective. Today, their condition is like this only. Earlier, the Members of Opposition were thinking that they will criticise railway budget but status paper had foiled their plan. In the status paper facts are given. Their condition at that time, when they were in power is mentioned in that status paper. At that time when they were in power what was the actual position of railway?

MR. CHAIRMAN : You please address the Chair.

SHRI ANANT GANGARAM GEETE : Now, the opposition has no reason to oppose railway budget and that is why they have exposed their culture here. I congratulate Minister of Railway for presenting one good budget before this House. In this budget, he has expressed his concern for passengers, employees and for freight transportation. The Minister of Railway has presented a balanced budget before this house and therefore while supporting this budget, I thank Railway Minister for this.

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands) : Mr. Chairman, Sir, debate on Railway Budget is going on in this House. After hearing the discussion and the views of various members I pity the Railway Minister. Almost all the Members of Lok Sabha have put their demand for a new train or railway line for their constituencies. It is good. But what is the actual position of Indian Railways today. Indian Railways has emerged as the biggest railway system of the world after disintegration of the Soviet Union. We have 62,500 km. long railway lines mention of which has been made by many members. The question has also been raised as to the length of railway line added during the last 50 years. Hon. Minister of railways, I am not going to make a long speech but I would like to say that you have mentioned that a comprehensive Transport Policy is being proposed to be formulated. In the whole world, there is co-ordination among railways, road and air transportation in matters of fare charges, time etc. ...*(Interruptions)* In our country there is no such arrangement. The second point is that in our country infrastructure needed for air transport and road transport is created by budgetary support. If a runway is required, the funds will be allocated for it from the budget. For construction of roads no one suggests for setting up Road Corporation for raising funds.

Ports are also set up with budgetary support but in the case of Railways budgetary support is not provided. Railway Ministry has to borrow money from the market for development of Railways. We should suggest for increasing budgetary support if Indian Railways really wants to improve the transportation system and provide more public amenities. What provision have been made today for it. Earlier 70 percent budgetary support was provided but now the same has been reduced to 15 per cent. Members from every area raise here demand for laying new railway lines or introducing new trains but no member has raised here the demand for allocation of more budgetary support for the development of Railways. Hon. Members have not pressurised the Minister of Finance for providing more funds but exerted pressure on the Minister of Railways for introducing new trains, laying new railway line and conversion of metre gauge or narrow gauge lines. How Railway Minister will fulfil these demands and from where funds will come for it? No one talks about it. All the Members of this House should exert pressure on the Minister of Finance for providing more funds for Railways if we really want to develop Railways.

Mr. Chairman, Sir, a provision of Rs. 2200 crore has been made for it, at present. While making allocations for railways, last time it was said that additional funds would be provided for working in backward areas but this year that money has not been given. I wish that in his reply hon. Minister of Railways should state clearly about functioning of the Railways. I would like to make a submission that Railways lacks resources and we all should pursue the hon. Minister of Finance to allocate more funds for Railways.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : Shakeel Ahmedji, I request you to listen to the speech of hon. Member. He is presenting the true picture of Railways.

DR. SHAKEEL AHMED (Madhubani) : Hon. Minister, Sir, I have given my time to the hon. member.

SHRI MANORANJAN BHAKTA : 16 lakh employees are engaged in Railways. Recently some new divisions have been created. Though I feel that such a haste was not required in this matter, these could have been created at another time. Now we find that proper arrangements of staff, place and budgetary allocations have not been made for these new divisions. I request the hon. Minister to pay attention towards these shortcomings.

Mr. Chairman, Sir, now I would like to draw the attention of the hon. Minister of Railways towards the problem of casual labourers engaged in Railways. It is not enough to regularise them but they should be deployed properly. Today Railway is unable to provide

proper facilities and I request that services of casual labourers should be utilized for providing facilities to the passengers.

Mr. Chairman, Sir, as per rules, a lot of facilities are proposed to be provided for passengers but what is the actual position. The hon. Minister of Railways may be getting all the facilities now as a Minister but earlier he would have travelled as an ordinary Member of Parliament. In view of those experiences, special measures should be taken for improvements in the Railways.

Mr. Chairman, Sir, due to paucity of time I do not want to say much in this regard. But through you I would like to draw the attention of the hon. Minister and this House towards one issue. In the reply given by the Government here often it is stated that the matter relates to State Government and if share of State Government is paid the Union Government will certainly provide the remaining amount. There are some Union territories also in the country which are governed by the Central Government and you are not paying attention towards their development or consider them as a part of the country. This attitude is not good. I would like to make a submission. Due to gauge conversion carried out by the Government, a lot of material like old railway tracks, engines, boggies and other material become surplus and the Government propose to donate it to some other country. I request you to use this material in laying a 250 km. long railway line in Andaman and Nicobar Islands. A preliminary study has already been conducted in this regard.

Mr. Chairman, Sir, people in my area are not demanding a broad gauge line. Even a metre gauge line will benefit them. People of that area have not even seen the train. It will also benefit farmers of this area. I request you for laying railway lines there as per the provisions of Techno-Economic Survey and other Rules so that the people of those remote areas should also feel that they too are a part of this country. They should feel that a government department is working for their welfare and development.

In the end, before concluding my speech, I would like to say that Finance Ministry should provide more funds for efficient functioning of the railways.

[English]

SHRI BHARTRAHARI MAHTAB (Cuttack) : Sir, I am really thankful to you for obliging me to speak on the Railway Budget. The Indian Railways, as is stated in the Status Paper, are the second largest railways in the world under one management. After India's Independence, the

railways have increased manifold and have contributed a lot to the growth of the nation. But there are areas which do not get due attention of the railways.

I would like to draw the attention of the Minister to the decision of the previous Government which had laid stress on these neglected areas. To my utter surprise, I think, this Railway Budget has not given that much weightage to the States or areas which have been neglected for the last four decades

In comparison, I would come to the basic issues. I am talking of the East Coast. A century back, the railway lines were laid between Madras and Calcutta. The railway lines which passed through Orissa are still passing through three geometrical and diagonal lines and these lines just touch the hinges of Orissa. They say, "had the Engineering Department of Railways got the skill to build railway lines on the Bay of Bengal, they would have taken the railway lines on the Bay of Bengal without passing through the State of Orissa". Orissa State has been neglected in the last fifty years. A report has been given repeatedly by different State Governments saying that within the present geographical territory of Orissa, the total length of the rail route laid today is about 1300 kilometres. During the last fifty years of India's Independence, the total length of rail route which has been laid is only 749 kilometres.

I would like to draw the attention of the House and specifically of the Minister to a quote by John Dryden who had warned three hundred years ago, "Beware of the fury of the patient man." Today, the rail route length in Orissa is only 2,014 kilometres which is 12.86 kilometres per thousand square kilometres whereas the national average is 19 kilometres per thousand square kilometres. In the adjacent State of Bihar, the rail route length is 30 kilometres per thousand square kilometres, in West Bengal it is 43.10 kilometres per thousand square kilometres. And within the last fifteen years, between 1980-94, in West Bengal, hundred kilometres of new railway line have been added.

In Andhra Pradesh, 282 kilometres have been added. In Madhya Pradesh, 151 kilometres have been added. In Tamil Nadu, only 0.2 per cent of kilometres have been added. Similarly, in Assam, it is 12.7 per cent. If this is not negligence towards Orissa, how will you define the word 'negligence'?

Now, I come to the point about the necessity of Railways in the national perspective. Firstly, the railways in comparison to roadways is environment-friendly. There is a report in the Status Paper that in 1951-52, the freight by rail was 89 per cent and by road it was 11 per cent whereas the passengers availing the rail facility was

[Shri Bhartrahari Mahtab]

80 per cent and by road it was 20 per cent. In 1996-97, the freight carriage by rail was 40 per cent and the same by road was 60 per cent. During the same year, the passengers availing the rail facility constituted 20 per cent and by road, Railway constituted 80 per cent. Also, it has been rightly mentioned and I should congratulate the hon. Railway Minister for coming out with this Report and which we should all consider that 'the amount of foreign exchange that can be saved is by investing more on railways'. At the present level, savings in diesel alone will amount to Rs. 5,300 crore of foreign exchange per annum. And, this is a thing which everybody should ponder over and should impress upon the Government that more investment is required in railways. I do not doubt that our Minister is going to neglect Orissa but at the same time I do not understand why has this happened? Why are people more eager to avail the roadways rather than railways? That has also to be discussed. Attempts should be made in the reverse direction. More stress should be laid on the railways. Attempts should be made to gain the confidence of the people, be they passengers or traders who deal with cargoes.

Today, the main problem is that the trains do not run in time. Today, the people have become conscious about time. They do not want more trains to be run in that route, they do not want luxury trains to be plied either. But they want trains to run in time, to reach their destination in time and similarly, cargoes could be transported in time.

Now, I come to the point relating to my own State. It is about the new lines that are being constructed there. There is a Koraput-Raigara line. This project which has been taken up for a decade or so which covers 154 kilometres. Its anticipated cost is Rs. 454.59 crore. The line was inaugurated in 1995. Goods trains are plying through this line.

In this year the outlay expected is Rs. 44.32 crore. But no passenger train is plying. I want to draw the attention of the House to three or four points. The first one is about Talcher-Sambhalpur line. This is a railway line which is to be commissioned this year. The new passenger trains and express trains that have been declared in this Budget are to ply this year. But, to complete Talcher-Sambhalpur line, another Rs. 11 crore is required. I would urge upon the Minister to assure us that this line would be completed.

About Khurdha-Blangir line many Members of our State have already spoken. The State Government of Orissa had earlier come out with a proposal of providing the land so that the work can start. But adequate funds have not been provided.

I am sure, everybody is aware about Puri. Puri-Khurdha Road line is the oldest rail route of South-Eastern Railways. Puri not only happens to be a holy town, but it also draws millions of tourists every year. Though, during the Budget discussions in previous years, many Members have drawn the attention of the Railways that doubling of this line is very much required, yet no mention has been made about the doubling of Puri-Khurdha Road line.

I would like to draw the attention of the House to another vital issue. Paradeep, the port of Orissa, is being developed in a very big way. Money has been provided to electrify the Cuttack-Paradeep line. And doubling of that line is also going on. Another line from Haridaspur to Paradeep is also in the pipeline. Last year you had provided Rs. 7 crore; Rs. 5 crore is required for land acquisition. But, from the Budget this year hardly Rs. 5 crore have been provided whereas we need at least another Rs. 10 crore for the acquisition of land, so that it can be speeded up.

I would draw the attention of the House about the need to provide terminal facilities in the Cuttack railway station. Cuttack happens to be the nodal point between the port and the mines. A port can be developed with the development of railway facilities here. Cuttack being the nodal point, it has to be developed not only as a terminus, but a railway yard has also to be developed. That has not been included in this year. I would request the Minister to take it up.

A long felt need is there to run Sabri Express between Bhubaneswar and Koraput. Koraput is a neglected area of not only the State, but of the whole nation. Already a railway line has been erected. A train, may be an Express Train or a Passenger Train, has to be started and the name of the Express Train should be kept as Sabri Express.

I would request the hon. Minister of Railways to consider the demand relating to the Konark Express also. The Konark Superfast Express was initially running between Bhubaneswar and Mumbai. Later on, it was converted into an ordinary express train and a lot of passengers travel daily from Bhubaneswar to Mumbai. This is the only train which connects Bhubaneswar with Mumbai. I would request that this train should be extended to run between Paradeep and Mumbai.

I think, two or three days ago while this discussion on the Railway Budget was being held, the issue of opening of zonal offices was also discussed. Five or six new zones were opened in 1996. The East Coast Zone was also inaugurated in 1996 by the then Prime Minister. But I am sorry to say that this year the Budget allocation

for the East Coast Zone is very meagre. When compared with Hajipur and other zonal offices, the amount which has been allocated for the East Coast Zone is very meagre. It is hardly Rs. 4.5 crore. During the discussion here and in some newspaper reports it has come out that a new Bilaspur Zone is going to be inaugurated. I am not against it but I want to draw the attention of the hon. Minister and request that no attempt should be made to include any part of Orissa in the proposed new Bilaspur Zone.

I am thankful that you have given me time to draw the attention of the House and also the hon. Minister. Thank you very much.

[Translation]

SHRI CHANDRASHEKHAR SAHU (Mahasamund) : The demand for Bilaspur Zone has been pending since long. The Prime Minister has also given an assurance, hence Hon'ble Minister should make an announcement in this regard in his reply, this is my request.

MR. CHAIRMAN : You may express your views when you are given the time to speak.

DR. ASIM BALA (Nabadwip) : Mr. Chairman, Sir, our country has the largest network of Railways, but it lacks amenities. The Railway authorities are unable to provide the required amenities to the rail passengers in our country. I would like to express my views about the railway network in my constituency. Since long, we have been making a demand for introducing a super fast train from Howrah to Mumbai, However that demand has not been met so far. I would request Hon'ble Minister of Railways to kindly meet our long pending demand.

I would also like to say something about the new rail lines. Krishna Nagar is located in Sealdah Division falling under the Eastern Railways. The former Railways Minister had issued orders for carrying out survey for laying a rail line from Krishna Nagar to Karimpur but the orders were suddenly revoked by the Railway authorities. I request that this survey should be got completed. This has been our long pending demand. Similar is the case with the proposal of gauge conversion from Shantipur to Nabadwip Ghat. The survey for gauge conversion was completed in 1993 and expenditure was estimated at Rs. 35 crore but this gauge conversion work will be taken up only for 30 km. of rail route. This has been a long pending demand. Hence I request the Railway Minister to get this work completed as the survey has already been carried out.

The demand for electrification of Kali Narayanpur-Lalgola line under Sealdah division is also a long pending

demand. The number of passengers on this line has increased considerably. Those who leave for their offices have to return in the evening. There is no fast train on this line and passengers face difficulties in the absence of double line on this route. Hence Hon'ble Minister should pay attention towards it. There is a heavy rush on Bogaon line under this very division. Passengers are squeezed inside the trains like the goods forced inside a godown. They are herded inside the train like cattle. I request that the frequency of train be increased.

Sir, we are very pleased with the electrified transport system, for which I would like to thank Hon'ble Minister. An allocation of Rs. 9.50 crore has been made for electrification of Ranaghat Gede-Ranaghat Bogaon line. We are happy with the proposed allocation but we would have been happier had the amount been increased.

SHRI NITISH KUMAR : Let the funds be exhausted.

DR. ASIM BALA : Thank you. The project taken up by the Railway Minister in this area is also a very good project. Besides, I would also like to mention the plight of the hawkers. The demand for issuing licences to the hawkers is being made for quite a long time. These persons have been unemployed after the closing down of the factories. As the licences are not issued to them, they face several problems. Police apprehends them. Hence you should take into consideration the matter of issuing licences to these persons. Prior to the electrification of Ranaghat Gede-Ranaghat Bogaon line, a demand had been made to provide DMU coach, which is another long pending demand. It will be even better if two such coaches could be provided. Hon'ble Minister of Railways should pay attention towards this demand also.

I would also like to point out that there is no ladies waiting room at Tahapur station and it has no railway crossing either. The DRM does not have the authority to do the needful. Hence I request you to pay attention towards it.

With this, I conclude.

[English]

DR. SUGUNA KUMARI CHELLAMELLA (Peddapalli): Respected Chairman, Sir, I thank you for giving me this opportunity to speak.

Railways are an important mode of transport in our country. They play an important role in our economy. We are celebrating 50th year of Independence, but still the Railways have not grown as per the expectations.

Andhra Pradesh has been given a raw deal in the Railway Budget for 1998-99, with South-Central Railway

[Dr. Suguna Kumari Chellamella]

getting a meagre amount of Rs. 227.13 crore as against a massive amount of Rs. 619.19 crore allotted in the previous year. Andhra Pradesh got only two new trains compared to three trains last year. For the construction of new lines, we got only one new line.

Peddapalli-Karimnagar Broad Gauge new Railway Line is in the Northern Telangana Region which is a backward area of Andhra Pradesh. In 1985, a decision was taken for the construction of this line. On 30th June 1993, the then Prime Minister, Shri P.V. Narasimha Rao had laid the foundation stone. The estimates show that the length of that line is about 177 kilometres with an expenditure of Rs. 124 crore and it was supposed to be completed by 1998. But so far, a sum of only Rs. 15 crore is spent and the officials say that if a sum of Rs. 27 crore more is spent, Railway transport can be started on this line, leading to industrial, agricultural, social and financial development of this region. Unfortunately, the present Budget has allotted only a sum of Rs. 7 crore. Mr. Chairman, Sir, through you, I appeal to the hon. Railway Minister to take necessary action to complete this railway line as soon as possible.

I have proposed many flyovers in my Constituency. One of them is on the Peddapalli railway line. The level-crossing in this place is the only way for Manthani people to go to their District Headquarters. People have to wait for hours together for the level-cross to open, because of movement of trains. There are many incidents when serious patients had waited and lost their lives.

Many representations from my Constituency are for the halt of Navjeevan Express at Manchiryal Station, Varanasi-Tirupathi Express at Peddapalli Station and Hyderabad-Gorakhpur Express at Peddapalli Station. Ramagundam Railway Station is one of the main stations of Karimnagar District. It is an industrial area and an increasing number of passengers travel by trains. So, I would like to appeal to the hon. Railway Minister to provide separate reservation quota at this Station.

The spouses of Members of Parliament should also be allowed to travel in the same Executive Class along with their wives or husbands. Children should also be allowed.

SHRI A.C. JOS (Mukundapuram) : It is a very good suggestion and it should be considered.

DR. SUGUNA KUMARI CHELLAMELLA : Children should also be allowed to come here during holidays.

My another request is to provide a medical team in all long distance trains.

Through you, Mr. Chairman, Sir, I would request the hon. Railway Minister to consider all these matters and take necessary steps immediately....(Interruptions)

[Translation]

SHRI NITISH KUMAR : The discussion which is going on in connection with spouse, children ...(Interruptions)

[English]

Please listen to me first.

This facility is not being given by the Railway Ministry ...(Interruptions)

SHRI N.K. PREMCHANDRAN (Quilon) : Who is giving it? ...(Interruptions)

SHRI NITISH KUMAR : The Parliamentary Affairs Ministry. The Government will have to decide. This issue does not relate to my Ministry. ...(Interruptions)

SHRIMATI SURYAKANTA PATIL (Hingoli) : So, you may take initiative in the Cabinet. ...(Interruptions)

SHRI NITISH KUMAR : Why should I? Why not you?

[Translation]

MR. CHAIRMAN : When he comes here, we will see.

...(Interruptions)

[English]

MR. CHAIRMAN : Please sit down.

...(Interruptions)

SHRI SURENDER SINGH (Bhiwani) : He can take the Parliamentary Affairs Minister into confidence and decide the issue accordingly. ...(Interruptions)

SHRI NITISH KUMAR : He is capable enough to take that issue up with any Minister. ...(Interruptions)

SHRI A.C. JOS (Mukundapuram) : The point is, the spouses of Members of Parliament should be allowed to travel in the same class in which the Member travels. When this question was raised by the hon. Member, the Railway Minister said that it is for the Minister for Parliamentary Affairs to decide.

MR. CHAIRMAN : Don't elaborate. Please sit down.

[Translation]

SHRI RAGHUVANSH PRASAD SINGH (Vaishali) :
Mr. Chairman, Sir, he is both the Minister of Railways as
well as Minister of Parliamentary Affairs.

MR. CHAIRMAN : Shri Raghuvansh Prasad Singhji,
you please sit down. The Railway Minister has heard
this.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF
RAILWAYS, MINISTER OF STATE IN THE MINISTRY
OF PARLIAMENTARY AFFAIRS AND MINISTER OF
STATE IN THE MINISTRY OF PLANNING AND
PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : I
also assure you. ...*(Interruptions)* I have heard you. We
will examine this and try to do something about it.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS
AND MINISTER OF TOURISM (SHRI MADAN LAL
KHURANA) : Mr. Chairman, Sir, the Committee which
was formed earlier under the Chairmanship of Mrs.
Bhinder, for the facilities of members of both houses and
for Ex. M.Ps had made certain recommendations. Now
Mrs. Bhinder is not an M.P. and in her place we had
appointed Shri Vijay Kumar Malhotraji as Chairman and
asked him to submit the report at the earliest. The report
will be considered sympathetically after it is received.

[English]

SHRI NITISH KUMAR : That is part of the whole
package. Why are you worried? Please take your seat.

[Translation]

SHRIMATI RAMA DEVI (Motihari) : Mr. Speaker,
Sir...

[English]

MR. CHAIRMAN : I have called Shri N. Dennis. You
are not permitted. It will not go on record.

...*(Interruptions)**

SHRI N. DENNIS (Nagercoil) : Sir, thank you for the
opportunity given to me to participate in the discussion
on the Railway Budget.

I wish to share my views on the Railway Budget. It
is the biggest public sector undertaking in the country.

*Not recorded.

Several lakhs of people are employed in it. It plays a
prominent part in the socio-economic and industrial
activities of our country. Railways are not only a
commercial enterprise but also a public service
organisation too. Railways enable the development of
backward areas and also promote national integration.

As far as railway passengers are concerned, a large
number of passengers travel in second class but there is
an all-round increase in the fares including second class.
The cost of platform tickets has also been increased to
Rs. 3. Thus, the poor and middle class are taxed and
are affected and thus they are not happy about the
Railway Budget.

The increase of fares is an easy method to add to
the revenue but it is difficult to increase efficiency and
facilities. Though the fares of all the classes including
the second class are increased, the facilities are not
increased. There is no plan or programme to increase
the facilities. By enhancement of fares, the Railways would
secure Rs. 540 crore per annum and by enhancement of
pension age limit, it would secure Rs. 1350 crore.

But there is no proportionate enhancement in
developmental proposals in the Railway Budget. It is not
proportionate to the additional amount referred to above.
Adequate allocations are not made for completion of the
pending projects.

It is good to see that there is no increase in freight
charges. But there is no proposal for boosting the goods
traffic.

Coming to reduction in regional imbalance, the Budget
has enhanced the regional imbalance instead of reducing
it. Some regions have not benefited adequately from the
Budget. An equitable distribution of railway facilities has
not been made in the Budget. The interests of the people
of Tamil Nadu have been ignored. Hence, they are
disappointed. An adequate allocation of funds has not
been made for gauge conversion. Some projects like
Villupuram-Thanjavur, Villupuram-Pondicherry and Trichy-
Thanjavur-Nagoor-Karikkol have been taken up for gauge
conversion. But adequate funds have not been provided
for early completion of these projects.

The work relating to broad-gauge conversion of
Chennai-Villupuram-Trichy-Dindigul line was started about
five years back. Even the projects which were taken up
elsewhere subsequent to this work have been completed.
But the allocation for completion of this project is very
low. It is pending for completion since a very long time.
My request is that an adequate allocation of funds has
to be made for early completion of these important
projects

[Shri N. Dennis]

Between Chennai and Kanyakumari, there are three important cities, namely, Trichy, Madurai and Tirunelveli. That line also touched other important towns and places. It passes through the centre of Tamil Nadu. Now, the people face a lot of difficulties and inconveniences because of non-completion of this important project. There is a long delay in the execution of this important work.

Kanyakumari is the southernmost part of our country. It is the national terminal. People in large numbers—national and international tourists—visit this place daily. But adequate facilities have not been provided at that terminal. A large number of tourists come to see the southernmost part of our country to see the place where the three seas meet, to see the sunrise and sunset and also to see the Vivekananda Rock Memorial. But the station has not been improved adequately.

My request is to operate more trains from Kanyakumari to different parts of the country. Now, there are only three daily direct trains and one weekly train from Kanyakumari to different parts of the country. It is essential to operate more and more trains to different parts of the country to promote national integration and also to meet the passenger traffic.

Now, trains could be operated through Tirunelveli and also through Trivandrum. But this Budget has not provided even single train service to run from the Kanyakumari terminus. Instead of increasing the number of trains, the trains that operated from Kanyakumari, namely Kannur and other train services have been shifted from Kanyakumari to Trivandrum terminus. As a result, the large number of passengers who were travelling by the Kannur Express, which was operating from Kanyakumari, have been subjected to a lot of difficulty and inconvenience.

Sir, the Guwahati-Trivandrum Express was intended for operate up to Kanyakumari in order to cherish the memories of Swami Vivekanand who meditated at Kanyakumari. This train has to be extended upto Kanyakumari.

MR. CHAIRMAN : Please wind up now.

SHRI N. DENNIS : Sir, the Mumbai-Nagarcoil service has to be made a daily service. Now it is running only four times a week. The response of the passengers to this service is very sound and it has to be operated on a daily basis.

The Kanyakumari station is spread over 78 acres of land. But it looks like a wayside station. It needs to be given the look of a national terminus with full of activities. The station now is under-utilized.

Sir, some other general points which I would like to make is about the unmanned level-crossings. On previous occasions, the successive hon. Railway Ministers have announced that unmanned level-crossings would be manned. But now they are thrusting the responsibility of manning the unmanned level-crossings on the State Governments and the local bodies. The State Governments and local bodies would not take up the responsibility of manning the unmanned level-crossings.

MR. CHAIRMAN : Please conclude now.

SHRI N. DENNIS : Sir, I would only take one or two more minutes. Arrangements for manning the unmanned level-crossings would have to be done at the earliest. The casual labours could be employed to man these unmanned level-crossings. At a place called Palliady in the Trivandrum-Kanyakumari Rail sector, there is a level-crossing which is not manned. But in this connection I would like to suggest that the over-bridge that is there, which is a footpath, could be made broadened into a pucca bridge so that the vehicles could pass through that over-bridge. The Railway department is not permitting the vehicles to pass through the level crossing and also is not making arrangements for manning these level-crossings.

MR. CHAIRMAN : Please conclude now. I am calling the name of another Member, Shri Chamanlal Gupta.

SHRI N. DENNIS : Sir, with these few words, I conclude my speech.

[Translation]

SHRI CHAMAN LAL GUPTA (Udhampur) : Mr. Chairman, Sir, I rise to support the railway budget proposals. The Indian Railways is termed as the national lifeline and has been considered as competent mean of country's unity and integrity, a symbol of national unity and it has also been called as Barometre as it measures economic and social progress. It is deplorable that there is a tardy progress in the completion of laying railway lines in Jammu and Kashmir or the railway quarter or the railway stations the work which was started in 1974.

19.00 hrs.

Mr. Chairman, Sir, the insurgency days witnessed three bomb blasts at the railway station during last year. There is only one bridge connecting all the platforms. Whenever any train arrives there around 2000-2500 people get down and they have to cross through this bridge only. You can yourself imagine how much difficulty people have to face. Considering this situation, there is an immediate need for constructing 2-3 railway over-bridges.

Mr. Chairman, Sir, as I have said that Railway is one of the most effective means of country's unity and integrity and perhaps with this background in mind when budget was presented last time, it was decided to lay railway line upto the valley of Kashmir and allocation was made in the budget for this purpose. Both our former Prime Ministers Shri Deve Gowda and Shri I.K. Gujral Saheb went there and laid the foundation stone in Baramula, Kaji Gund and Udhampur. There was a proposal that Rs. 250 crore will be spent on it and Kashmir will be linked with rest of the country. I was happy with this proposal and I thought that it is better late than never. The youths of Kashmir always thought that Kashmir was a separate country but with the laying of railway line Kashmir will be united with other parts of the country in real sense. I was unhappy when I found that in the last budget Rs. 75 crore was allocated for Kashmir and Rs. 100 crore was allocated for laying railway line from Udhampur to Katra but this time no special provision was made in the budget. The Hon'ble Minister has said that if the government of that State provides land then the work will be taken up.

SHRI NITISH KUMAR : I would like to inform that a provision of Rs. 75 crore has been made for Udhampur and Srinagar.

SHRI CHAMAN LAL GUPTA : No this belongs to last year.

SHRI NITISH KUMAR : I am telling this year's provision.

SHRI SIS RAM OLA (Jhunjhunu) : Mr. Chairman, Sir, my request to Hon'ble Minister is that he should not give reply in between like this. First he should listen all Hon'ble Members and afterwards he should give reply.

SHRI NITISH KUMAR : I am not giving reply. I am saying this for the information of Hon'ble Member.

SHRI CHAMAN LAL GUPTA : Mr. Chairman, Sir, I am happy that a provision has been made in this year's budget for this railway line. Through you, I would like to bring to the notice of Hon'ble Minister that the work of laying railway line from Jammu to Udhampur started in 1983 and at that time the entire proposal was for Rs. 52 crores only. At that time, while laying foundation stone, Smt. Indira Gandhi said that this railway line will be completed in 5 years but now it is 1998 and only a portion of this railway track has been laid what to speak of completing the said line. In my opinion, on that project Rs. 350 crores had been spent whereas at that time it was estimated Rs. 52 crores and only 14 kms of rail line has been laid.

Mr. Chairman, Sir, through you, I would like to specially request the Hon'ble Minister that the work of laying railway line from Jammu to Udhampur and from Udhampur to Katra be completed as early as possible. I would also like to submit as to why work is not going on though we have funds. What kind of people are there in administration, why they are not allowing to complete this work, an inquiry should be made in this regard. My request is that you should definitely look into this matter.

As far as issue of reaching Jammu from Delhi is concerned, presently around 50 lakh pilgrims are visiting Mata Vaishno Devi Temple every year. Therefore, more trains are needed urgently. There the army people are in large number as it is a border area and due to insurgency also. We are not increasing train in proportion to the increase in the number of army and passengers. Specially this issue was raised in the last years budget and in the speech of Railway Minister also the issue of doubling railway line from Jalandhar to Jammu was mentioned. This time there is no mention of it anywhere. I would like that the Hon'ble Minister should repeat this point because after reaching Jalandhar, normally it takes 3 hours to reach Jammu but since there is no double track it takes 6 hours to reach Jammu. Due to this the super fast trains are also not running on this route. Only one Rajdhani Express is running on this route and that too once a week.

Through you, I would like to request the Hon'ble Minister that the Rajdhani Express should be run at least thrice a week. It is very necessary. Besides this, some Super Fast trains should also be run so that rush can be reduced. Today, since the situation in Kashmir is becoming normal day by day, we expect that more people visit Kashmir valley. It is natural that more trains will be required. My request is that number of trains should be increased in proportion to number of visitors. Earlier also, M.P.s elected from Chandigarh, Punjab and Himachal had requested. Hon'ble Minister through one letter that every year those 50 lakhs pilgrims who visit Vaishno Devi, also want to visit Hardwar. One train should be run directly from Jammu to Hardwar if the government intends to really develop religious tourism. This time we had requested him. I hope that this time they will introduce this train.

As I had said earlier that there are large number of army people there and even they go there during holidays. Normally indiscipline is everywhere. The army people board the bogies reserved by general public. As a result of the common man do not get space even to sit. My proposal was that one Army Special Train should be run once a week and all units of army should know that train will run on that particular day, so that the ordinary traveller

[Shri Chaman Lal Gupta]

don't have to face any problem and army people can travel by Army Special Train.

I would like to make a request to the Hon'ble Minister regarding observation of punctuality. After you assumed the charge of this Ministry, many people expected the trains to run punctually, however, no such improvement is visible so far. I would like to recount my personal experience. Day before yesterday, I was to leave for Jammu and I had made reservation in the Rajdhani Express. When I reached the station at 8.30, I came to know that the train was late by 12 hours. The train that was to leave that night would leave the next morning. This is the present situation regarding running of trains. He should especially pay attention towards it. ...*(Interruptions)* I understand that both our Ministers have been grassroot workers. Now if the administration is sounded before the checking, real checking can not be done. At that time, everything seems to be in order. I would like to request them to board the second class compartment at times to take stock of the real situation and have the feel of experience of travelling by train. Hundreds of thefts are committed in Puja Express especially. The people travelling from Delhi to Jammu carry goods with them. Hence I request that thefts should be checked. I have written to Hon'ble Ram Naik ji twice to conduct a special enquiry in this regard so that such incidents of thefts may be checked once and for all.

A large number of people visit Jammu. Hence there is an acute need for setting up a Yatri Niwas there. You have set up Yatri Niwas at several locations. Jammu is visited by 50 lakh people, still the Railways do not have any such place at Jammu where the amenities may be provided to the passengers.

Wood is easily available in Udampur, for, it has a large forest cover and we can provide raw material. The shortage of coaches is very much noticeable at places. A coach factory may be set up at Jammu so that coaches may be built there and the same number of trains may be run as is required throughout the country.

In the end, I would also like to submit that all the fast running trains stop at Chakki Bank before Pathankot and thereafter they stop at Jammu which means that the trains do not stop anywhere in this hundred kilometer stretch between Jammu and Pathankot. With regard to my constituency, I would like to make a request that the fast running trains should be provided a stoppage at Kathua District Centre and especially Puja Express should be provided a stoppage there even if it is a two minute halt so that the people of Jammu may feel that they are being benefitted by this train.

I would like to thank Hon'ble Minister for having presented a balanced budget, and providing relief to the

youth and the labour class without having put any excessive burden on anybody.

DR. SHAKEEL AHMAD (Madhubani) : Mr. Chairman, Sir, I am grateful to you for having given me a chance to speak. It is often said about the Indian Railways that each Indian train is a mini-India. If one boards the long distance main train, he will find people from all castes, communities, classes and social status travelling therein. Hence there would always remain a scope for further development of Railways and providing better facilities. right from 1947 till recently, whenever my party has been in power, it has been its endeavour to provide amenities and develop the network. Nobody can deny that the Congress Party governments have strived constantly for the development of Indian Railways and we have reached this position as a result of these very efforts. No developing country can afford to stop making progress. When it comes to providing facilities, no limits can be set because we may require more facilities in the future *vis-a-vis* the facilities available at present and still more facilities may be required as we move further. Hence further development of the Railways is required. It should be seen as a success of the policy of our party that whereas the Railway network of France, England and Germany are incurring losses in billions, the Indian Railways is only such Railway network which contributes to the Government through fund and perhaps that is why India is only such country where the Rail budget is presented separately. This practice has been started by the Congress Government. We have made an effort ...*(Interruptions)* I am talking about the post-independence era. You tend to appreciate the Britishers. I am talking about the situation after Independence ...*(Interruptions)* I would like to tell you that District Madhubani in Northern Bihar, to which I belong, is a very backward area. It is located at Indo-Nepal border. All the people there are affected by the fury of flood and that is why, lakhs of labourers and small farmers migrate to metropolitan cities in quest of job every year after the crops are destroyed by floods. The rail facilities in my area are inadequate. The facility was extended upto Darbhanga recently, but there is no such facility to travel upto Madhubani, Jainagar or Nepal. I would like to place certain demands before Hon'ble Minister. My first demand is that the meter gauge line from Darbhanga upto Madhubani and Jainagar be converted into broad gauge line. A direct rail line has been provided from Delhi to Darbhanga via Patna and Samastipur, but there is no such line from Darbhanga to Jainagar. Jainagar station is located at the border of our country. The station of Nepal is quite close to it. The labourers of Jainagar face difficulties in travelling to Nepal for work and same is the case with the Nepalese labourers willing to move to capital city in quest of work. Indians, particularly the poor people from Madhubani and

Darbhanga have to travel but the Nepalese who come to our country to seek employment or for trading purposes, also face difficulties. Hence I request that a broad gauge line be laid from Darbhanga to Jainagar immediately. I would also like to make a suggestion regarding the plan not yet sanctioned but proposed to be sanctioned that Jainagar, Darbhanga and Narkatiaganj have separate routes. Darbhanga-Jainagar-Narkatiaganj is an entirely different route however the proposed plan has been termed as Jainagar-Darbhanga-Narkatiaganj. Hence I would like to say to Hon'ble Minister of Railways that he has the maturity and the clarity of vision. He is the Union Minister. I would request him to divide this scheme into two schemes viz. Darbhanga-Jainagar scheme and Darbhanga-Narkatiaganj scheme. I urge upon him to make an effort in this direction after constituting a separate scheme for Dharbhanga-Jainagar. I have some more demands. Inter-city Express runs from Darbhanga to Patna audit has turned out to be quite useful. Most of the passengers travelling by Inter-city Express are from Darbhanga but there is only one such train. I request that the frequency of Inter-city Express from Darbhanga to Patna, Kamla-Ganga be increased.

Electrification should be undertaken at Patna-Darbhanga route and an effort should be made to introduce EMU service. The timing of some trains is not appropriate. For instance, the Gangasagar Express from Sealdah to Darbhanga leaves Sealdah station at 12 in the afternoon and arrives at Darbhanga station at 12 in the night. I request you to change the timing of the train. Its departure time should be 5 or 6 p.m. so that it reaches the other station at 5 or 6 a.m. It is easier to commute in the metropolitan cities at any time during the night but it is quite dangerous to move around in smaller cities in the night. Then all the passengers are not necessarily from that very city. Some of them have to travel even farther. Hence I request that the departure of Gangasagar Express from Sealdah station be rescheduled and it should leave the station at 5 or 6 in the evening so that it may reach its destination at 5 or 6 in the morning.

I would like the Surat-Patna Express train 9047 and 9048 to be extended upto Darbhanga. You are well aware about the position of Mithila also. We were legislators in the legislative assembly together. As you belonged to Cental Bihar, you often used to say in the course of your speech that relief is also a crop for the Northern Bihar because you were not affected by the flood. However, we have to bear the burnt of flood. Nobody can do any work there because of the floods. Hence I request you to kindly understand our problems. Our is an area ravaged by floods. It is an area inhabited by the poor and is in the grip of poverty, hence you should set up a Rail coach factory at Madhubani just like the one you have at Kapurthala.

We face several other problems also. Shramjivi Express leaves from this station. As there is no direct train for Darbhanga, hence I request that the Shramjivi Express from Delhi to Patna be extended, just as Magadh Express touches Bhagalpur. ...(*Interruptions*) I would request Hon'ble Minister to kindly pay attention towards my request. There is no direct train from Darbhanga to Delhi. Hence I request that just as Magadh Express goes upto Bhagalpur, the Shramjivi Express from Delhi to Patna should be extended upto Darbhanga. If it is not possible to do so, some coaches of Shramjivi Express should be attached with the Intercity Express and taken upto Darbhanga so that those travelling upto Delhi may be benefited. There are four metropolitan cities in our country and a large number of people travel from the state to these four metropolitans. I request you to connect the Mithila region with all the metropolitan cities.

SHRI LALU PRASAD : You may also ask him to introduce a direct train from Patna to Delhi.

DR. SHAKEEL AHMAD : There is no direct train from Delhi to Patna. There is a train which goes upto Bhagalpur. Rajdhani Express and Shramjivi take long route, hence a super-fast train may please be introduced from Patna to Delhi. Darbhanga and Madhubani are backward areas and the people of these areas are affected by floods. I would like to make a request that the development of my area will take place in the same measure as the facilities of travelling provided for the area. You are the Union Minister of Railways, hence you should treat all the areas equally. The Cabinet Minister and Hon'ble Railway Minister should definitely pay attention towards the area lagging behind from the point of view of development.

You should pay attention towards gauge conversion of Jainagar-Darbhanga line. With this, I conclude and thank you for having given me the time to speak.

SHRI SIS RAM OLA (Jhunjhunu) : Mr. Chairman, Sir, through you I would like to express my views on the Railway budget for 1998-99 which has been presented here. I also thank you for allowing me to speak. I would like to tell the hon. Minister of Railways that people of Rajasthan are known for their bravery. Rajasthan is the last state of India just adjacent to Pakistan. The area from Hindumal Kode to kutch is along the border line of Pakistan. It is a backward state and a large number of people of Rajasthan have not seen a train so far. I am sorry to say that perhaps the hon. Minister of Railways does not consider the area of Rajasthan on map of India. I do not know as to how hon. Prime Minister and this Government remembered Rajasthan for conducting nuclear tests there on 11th and 13th May. Perhaps they may have an intention of conducting some more nuclear tests

[Shri Sis Ram Ola]

at Pokhran and that is why they have kept it under developed. ...*(Interruptions)* Please listen to me. Have some patience. I have not interrupted your speech so please do not disturb me.

Mr. Chairman, Sir, through you, I would like to say to hon. Minister of Railways that in this budget no provision has been made for constructing any bridge, allocation of funds has been reduced and not a single rupee has been provided for my area. It seems that the name of Rajasthan has been forgotten for this purpose. My parliamentary constituency is Jhunjhunu which is 141 kms. from Delhi. The former Minister of Railways Shri Surash Kalmadi had given orders for conducting survey of this area thrice and Paswanji also issued orders in this regard. Approval has been accorded for laying a broadgauge line from Delhi to Hissar via Rewari and Rajgarh. In proportion to the population, our district has the largest representation in armed forces, large number of people of this district are working in Gulf countries. A large number of people from here are working in Calcutta, Bombay, Kanpur and Madras. Similarly, a large number of people of this district are working in CRP. From their places these people reach easily to Delhi but for going to Jhunjhunu from Delhi, they have to wait for long ten hours. One misses the train if he gets late by 5 minutes in reaching the narrow gauge line at Sarai Rohilla. Train leaves the station if someone gets late in paying fare of tonga or three wheelers hired for reaching to the station. Common man has to bear the burden of additional fare for coming and bringing their luggage to narrow gauge line from broadgauge line. I mean to say that people are facing great difficulties as this area is deprived of railway facilities. I feel that no other area in the country has been neglected to such an extent.

I would like to draw the attention of hon. Minister that people will be benefitted if Bhiwani, Mahendragarh and Gurgaon districts of Haryana and Jhunjhunu, Sikar and Jaipur of Rajasthan are linked with a railway line. But Railway Ministry is not paying any attention towards it. Members from your party used to raise huge demands regarding railways when we were in power and now hon. Minister has left the House as he does not want to hear the truth. How can he hear when he does not like to sit here. ...*(Interruptions)* I am grateful to you for being present in the House and hope that hon. Minister will also return.

Sir, the rail fares have been increased to such an extent that it has become very difficult for common man to travel in trains. This budget is anti-people. I would like to make a submission here. Railway has a huge property in the form of land which is illegally occupied by people. This illegal occupation is wrong from security point also. People have constructed pucca houses on this land.

Accidents can take place if someone lobs a bomb or stone on the moving train. A passenger can get hurt by such incidents. How Ministry of Railway can help in progress of the nation when it cannot protect its property. Not only Railways but concerned areas will also develop if Railways properly maintains this land. There would be no need of purchasing more land for expansion plans of Railway in view of growing population. Railways can mobilise funds for development if this land is sold. But nobody is bothered about it. Divisional Commissioner should be made responsible of illegal occupation of land of Railways. Unhygienic conditions prevail on railway stations and in waiting rooms. The price of platform tickets has been increased but toilets are dirty and attention is not paid towards cleanliness. Proper care is not taken in the event of train accidents. The officials of the department should be held responsible for train accidents. They should find out the reasons for the accident. Today no one cares for it. Chairman should be made accountable for accidents.

People will be benefitted if Railways maintains its property properly. The trains in Calcutta, Bombay are in bad shape. These do not have light, fan and proper arrangement for food. ...*(Interruptions)*

Sir, I would like to make two or three suggestions and hope that proper attention will be paid towards them. Railways belongs to the whole country and not to any specific area or people. But in our country, fortunately, till date Bihar has enjoyed maximum attention and proper attention is not paid towards other parts of the country. You should pay attention towards Rajasthan, Maharashtra and Madhya Pradesh also. You should visit all the places. I would like to make some suggestion. ...*(Interruptions)*

MR. CHAIRMAN : You have taken much time, now send your suggestions in writing.

SHRI SIS RAM OLA : I request you for taking proper care of maintenance, cleanliness, wiring for electrification and security of railway properties. Gauge conversion should be taken on Jhunjhunu to Chomu rail route via Loharu, Sikar and Reenat because the important Khetari Copper Project is situated on this rail route. It is a unique copper project of its kind in Asia. Due to transshipment of goods from narrow gauge to broad gauge and vice versa the goods become costlier and profit declines. ...*(Interruptions)*

Electricity and ammunitions are produced by copper.

MR. CHAIRMAN : You have given your suggestion.

SHRI SIS RAM OLA : I would like to say that soldiers belonging to this area face great difficulties in coming to

their homes in holidays and returning to their destinations. The people, who are working in Gulf countries and earning valuable foreign exchange for the country are being dugged on railway stations. While changing trains and going from one railway station to another railway station for catching train of narrow gauge people loose their goods. Their luggage is stolen.

Therefore, it is very important railway line. It should be converted into broad-gauge line from Delhi to Jaipur. Sanction has already been given upto Loharu but Loharu-Jaipur section should also be converted into broad-gauge line.

The other thing which I would like to say is about railway accident. At some places fish-plates are removed and at some place there is no proper maintenance. Therefore it should be maintained properly to reduce the number of accidents. At some place stones are lying on the track which cause accidents. Even I myself met with an accident near Mahendragarh in July. The work of conversion of Loharu-Jaipur line into broad-gauge line should be started with immediate effect. Only then development will start in true sense. I have not much hope but Hon'ble Minister you are present here and I hope that you will work in country's interest.

SHRIMATI SUKHDA MISRA (Etawah) : Mr. Chairman, Sir, thank you for giving me an opportunity to speak in support of rail budget.

SHRI SATYA PAL JAIN (Chandigarh) : I am unable to understand how names are being included in the list. I was called at 6 o'clock that my turn is about to come but I am sitting here for the last 2 hours.

MR. CHAIRMAN : It is not so. In the list given by party the name of Sukhda Misra is above your name, that is why I have called her name.

SHRI SATYA PAL JAIN : I know it, it is not correct.

SHRI LALU PRASAD : The party leaders change the slip of people.

SHRIMATI SUKHDA MISRA : Mr. Chairman, Sir, I thank you for allowing me to speak on railway budget. The first train was introduced in 1853 and after that first Passenger train was introduced in 1854 and it travelled upto 21 kms. and during the last 150 years it has increased to 62725 kms. Alongwith this I would also like to say that out of 62725 kms. It is only 1% achievement. Just now one of our friend was saying that we have made tremendous achievement and that is why I have given these details. If we see then we will find that we are between 53,000 to 62,000. Whatever our friend has

said, before that I would like to say that in 1924 Atbirth had delinked railway budget from the General Budget. He had done this because it was very important budget. Since 1924 this practice is continuing and Railway budget is being presented separately.

Last time also I had said that my constituency which is a very important area, there the first train was introduced as 1 up and 2 down which is now known as Kalka-Howrah mail. That train was introduced from Calcutta. The number of trains running on this route has increased many times since then. But this track is not as fast and strong as it should have been. The Hon'ble Minister can check this from records. The incidents of derailment occur very often at Tundla. Only recently, an accident had occurred there. One or the other accident keeps on taking place there. We have often requested that some religious caremony like 'Havan' should be performed at Tundla so that accidents do not take place.

In the budget, you have made a provision of Rs. 284 crore to strengthen this line. In the last budget, Rs. 221 crore were earmarked for this purpose. It is quite low amount. This amount should definitely be increased. We have two coach factories—one is at Kapurthala and second is at Peru. In Kapurthala, now production cannot be increased, as it has already achieved its installed capacity. What happened in power sector, the same situation is going to arise in this sector also. If you do not open any factory to increase production then in future there will be shortage of coaches and you will have to say that we don't have sufficient coaches to increase the trains. If you don't have money, then you can involve private sector in this field.

Just now a speaker was talking about maintenance of trains. The maintenance of trains is very poor. I admit that attention is not being paid due to social environment also. The passengers of lower class do not bother much for maintenance. Therefore, the maintenance is very poor.

Sir, Uttar Pradesh is very large state of the country. Uttar Pradesh is bigger than many smaller countries of the world. Many long distance trains pass through this state. If short distance trains are introduced, the problems of passengers boarding the trains mid-way will be solved. The long distance trains will not be affected by this. Keeping in view the geographical situation of Uttar Pradesh, you must introduce these trains.

As far as Delhi-Howrah line is concerned, several super fast trains pass through this line. Kanpur is an industrial district. Etawah, Varanasi and Allahabad have their own importance. At the time of Kumb Mela in Allahabad, there is always shortage of trains. There is always heavy rush on this line on such occasions. The

[Shrimati Sukhda Misra]

government should pay special attention in this regard. You have introduced E.M.U. for Kanpur and Shikwabad. I thank you for this because it will reduce burden in trains running on Shikwabad, Kanpur and Etawah line.

I would like to mention one more important thing. It has become rule rather than exception, for the trains to run late. Alongwith this, people have developed the habit of reaching late. They know that train will not leave station in time, therefore, they will also reach late. Even if at station it is announced that train is reaching as per schedule, even then it may be late by $\frac{1}{2}$ -1 hour.

Mr. Chairman, Sir, here all those members are present who travel everyday. If you go to Delhi Railway Station, you will listen the first announcement that a particular train is late by 2 hour, inconvenience is regretted. Again announcement is that a particular train is reaching late by 4 hours, inconvenience is regretted. Again announcement is made that particular train is late for indefinite period, inconvenience is regretted. You will listen this thing continuously. Therefore, my request is that you should try to ensure that the trains run punctually. If you talk to your officials or engineers, it may be possible that they may say that it is due to weak rail-routes, loop lines or that the platform is not vacant, that is why trains are halted outside the stations. They can give many other technical replies. But you should make such arrangement that the train should reach in time.

Hon'ble Shri Janeshwar Mishra had laid a foundation stone for the construction of a bridge at Etawah in 1991 but the work has been going on ever since. However, the construction of bridge has yet not been completed even after 6-7 years. Many members have been elected from that area and they have also seen that the bridge is not complete.

Due to main line our city is totally cut off. We are unable to cross Howrah rail line because one or the other train keeps on passing at that track every 3-4 minutes. Even in the budget, I find that you have not made any provision for this.

SHRI RAM NAIK : About whom you are talking?

SHRIMATI SUKHDA MISRA : Hon'ble Minister, Sir, in my area an underbridge is being constructed, the work had already started in Etawah but I do not find any provision for this in this budget. It is possible that I may not have seen it. Nothing has been done for that. The foundation stone of that bridge was laid 6-7 years back.

Second thing which I would like to say is that Shri Scindia has started a railway line from his constituency Guna to Etawah, but much time has passed since then.

A provision has been made about it in this rail budget and it has been stated that this scheme will be completed in two years, which I think is not possible. The reason for this is that a long bridge is to be constructed on both Chambal and on Yamuna. It is only after constructing bridges on these rivers we can lay railway line upto Etawah. I don't think that by December you can complete this work. I don't know how much funds you have allocated for this purpose. Even today if the work has not been started then how can it be completed. Therefore you should see how this rail line will be laid, how this work will be done.

Third thing which I would like to say is that our Hon'ble Prime Minister belongs to Lucknow. Shri Santosh Gangwar is present here. He has not said anything himself but he is asking me to say something about Bareilly side also. ...*(Interruptions)* I am talking about Prime Minister's constituency.

MR. CHAIRMAN : You can talk about any constituency, but please talk in brief.

SHRIMATI SUKHDA MISRA : All the hon'ble Members of the Lok Sabha and legislative Assembly travel by the Lucknow Mail. This train is scheduled to reach in nine and half hours, but this Bareilly-Moradabad Lucknow Mail does not reach Delhi even in ten hours. Hence its speed should be increased so that it reaches in time. There are near about 3-4 thousand daily passengers of Lucknow and Kanpur who reach Kanpur from Lucknow in two hours. Therefore, a train should be introduced on Lucknow-Kanpur line which covers the distance in one hour or one hour and fifteen minutes and returns back also. A Shatabdi train should also be started between Delhi and Lucknow via Bareilly-Moradabad. It is the request of Shri Santosh Gangwar and I also endorse this request because there are many important stations on this route. Although 7-8 Railway Ministers such as Shri Kedar Pandey, Shri Mishra, Shri Fernandes, Shri Jagjivan Ram and others belonged to Bihar. Shri Lalu Yadav is sitting here. While asking his forgiveness I would like to say...

SHRI RAMA NAND (Satna) : You have forgotten the name of Shri Lalit Narayanji.

SHRIMATI SUKHDA MISRA : Yes, I had mentioned the name of Shri Lalit Narayan.

Mr. Chairman, Sir, I would like to ask forgiveness from Shri Lalu Yadav because often we say if the train is coming from Bihar it will certainly be late.

MR. CHAIRMAN : You please conclude.

SHRIMATI SUKHDA MISRA : Mr. Chairman, Sir, I request that timings of both trains should be set right. Both the works regarding Etawah should be done. Trains do not halt at platform No. 1 of Etawah. When I wrote about this, I was informed that being a loop line it takes one and half minutes extra. My request is that this shortcoming should be removed and trains should be given halt there so that people could avail of this facility.

Mr. Chairman, Sir, I would like to make one more request because I have heard that there is only one woman train driver in the railways. I would like to urge that a centre for imparting training to the woman should be set up, so that they can become efficient train drivers. Train driving is safe and a good job for woman. Marudhar Express should be given a halt at Etawah. Now the train is running daily because now it goes to Lucknow also. Therefore, we want that Marudhar Express should be given a halt at Etawah, so that passenger from Kanpur and Lucknow can also travel by that train.

Mr. Chairman, Sir, through you, I would like to make one more point that some youth suddenly get on into the trains and cut hoses and pull chains. My request is that they should be stopped. Due to this the trains get late. Though you may have to make police arrangement but the arrangement should be such that trains may not get late.

SHRI LALU PRASAD : In every compartment it is written that to stop the train pull chain.

[English]

There is a mention in every compartment as follows:

"To stop the train pull chain." I suggest that this announcement should be removed.

[Translation]

SHRIMATI SUKHDA MISRA : In that it is also written that if someone pulls the chain without any reason he will have to pay penalty or is liable to be jailed.

SHRI LALU PRASAD : The penalty is only Rs. 50.

MR. CHAIRMAN : Sukhdaji please conclude, I am calling next member to speak.

SHRIMATI SUKHDA MISRA : Mr. Chairman, Sir, I am concluding and finally I just want to say that whatever I had said, the Hon'ble Minister should pay attention and take immediate action in that regard.

SHRI RAM RAGHUNATH CHAUDHARY (Nagaur) : Mr. Chairman, Sir, railways play an important role in giving acceleration to the pace of development of this country. Through you, I would like to request that none of the Railway Minister till date paid any attention towards western Rajasthan. Even after 50 years of Independence, except one, not a single train has been introduced on Faloudi-Jaisalmer route. A broad gauge railway line was laid between Barmer and Jaipur and Bikaner to Surajpur to meet the defence requirements but the people of Western Rajasthan are still deprived of even there existing railway facilities. The train running to Delhi via Jodhpur and Degana was closed for ever after the construction of Broad Gauge line. Earlier three trains one express and two ordinary trains used to run on this route. All these trains have been cancelled and at present only one train runs between Degana and Ratnagarh which are commercial centres. Even this train do not come on time. People of Degana and Ratnagarh do business in Calcutta. There is no transport facility for them. They had to get down at Jaipur and from there they take the bus. Therefore, I request that the train which used to run between Jodhpur and Degana should be reintroduced between Degana and Delhi.

Hon'ble Minister has stated in his speech that he will welcome the suggestions given and will try to implement them. I would like to say that the withdrawal of the train which is running for many years and gauge conversion work of the line which was completed just four years back, is causing a lot of inconvenience. I request you. ... (Interruptions) Hon'ble Minister is busy in talking. What steps will be taken is a different matter but first, you please listen to me. Please get this train reintroduced. Keeping in view the defence and security of the country, you have done this gauge conversion. But the lines from Bikaner to Rewari via Ratanagarh, Hanumangarh to Rewari and Bikaner to Rewari are still meter gauge. The situation there is that the meter gauge coaches of these trains are repaired at Bikaner and Bikaner is not on this route. I want to say that all the coaches and goods trains running on this route are in dilapidated condition. With the gauge conversion of railway tracks, efforts should have been made to improve the condition of this area so that it did not remain backward and people might not be deprived of the existing railway facilities.

The meter gauge train with few coaches, which used to run between Merta road and Merta city, has been discontinued after gauge conversion and instead of that a rail bus has been introduced. Merta is a large town with a population of more than one and a half lakh and this small rail bus is insufficient to cater to the needs of this town, where 5 rail coaches used to run earlier. I had talked to B.D.R.M., he told me that efforts are being

[Shri Ram Raghunath Chaudhary]

made to introduce pull and push train there. I request you that a small train with five-six coaches should be introduced between Merta Road and merta city so that a population of one and half lakh of this town could be benefitted.

You have announced in this year's budget that a survey of railway line between Merta road or Merta City to Ajmer will be conducted. I would like to say that survey has been done many times and people do not become happy by conducting such surveys. Now-a-days latest techniques like Helicopter or aeroplane are being used for survey. Only the survey will not serve the purpose. Merta, where "Meera Temple" is situated and Pushkar are the holy places where people from all over the world come. I do hope that with the survey of the railway line you will make provisions for the same in this year's Budget. Similarly, two meter gauge trains used to run from Kota and Jodhpur, Jaipur to Jodhpur one in day and one during night. These trains have been replaced by introducing some express trains but only one passenger train is there between Kota and Jodhpur with six coaches. This train always remain over loaded. ...*(Interruptions)* I am a newly elected Member. Senior members get the chance to speak. We should also be given opportunity to speak.

MR. CHAIRMAN : Please conclude quickly.

SHRI RAM RAGHUNATH CHAUDHARY : I would like to request you that the number of coaches in the passenger train running between Jodhpur to Kota should be increased from six to ten. One passenger train which takes 24 hours should have stoppages at small stations also. Inter-city Express runs between Jodhpur to Jaipur and Bikaner to Jaipur. There is a place named Gachichipura from where 250-300 persons go to Makraon everyday to work as labourers and also there is a town known as "Nawagaon" which has a population of about one lakh. At both these places, this train do not stop.

20.00 hrs.

[SHRI KHAGAPTI PRADHANI *in the Chair*]

I have given you in writing and I will write again. But I want an assurance that Inter-link city express which runs between Jodhpur and Jaipur and Bikaner and Jaipur should have a stoppage either at Gachichipura or Nawagaon.

The train running between Degana to Howrah is in bad shape. I had seen it yesterday also. There is heavy rush on this route. People are packed in this train as if animals are being taken to slaughter House. Even those animal go more comfortably than these people. Therefore,

I request you to increase the number of coaches in this train.

Makraona is a big city famous for its marble all over the world. Here people have their houses on both sides of railway line but there is no flyover to cross the railway line.

The Hon'ble Railway Minister was stating that half of the amount required to connect the roads with the bridges should be spent by the State Governments but to build a Railway station, the expenditure would be borne by the Railway Department. While reminding him about this, I would like to request him that a bridge should be constructed on railway line crossing in Makrana and Degana for the convenience of the people.

The railways are going to close the unmanned railway crossings near the railway tracks but it will result in blockage of the path connecting different villages. So I request you not to close these inter-connecting passages between the villages and railway men should be posted at these crossings to man them.

On some railway stations, there is conflict between railway authorities and public about the land. According to the railways, the land belongs to them while public says that they have no other passage for crossing the railway line. At a time when railways were started in Western Rajasthan and railway stations were set up, the land was quite cheaper and thus railway authorities did not mark their land. But as soon as the prices of the land increased, railway authorities have put barbed wires on both sides of the track which causes extreme hindrance for the villagers. I would like that Railway Minister should direct his officials that they should sit with District collectors and public representatives to sort out these matters and provide them throughfare wherever necessary. ...*(Interruptions)*

MR. CHAIRMAN : You have taken 10-12 minutes.

SHRI RAM RAGHUNATH CHAUDHARY : Not yet. I had seen the watch when I started speaking.

A scheme worth Rs. fifty lakh has been formulated for making drinking water available at Degana junction but approval has not been granted to cross the railway line. The PWD work of laying down pipe-lines is already completed but the facility of carrying water by crossing the railway tracks has not been provided to the people. The permission should be granted to carry water pipes across the railway line so that the drinking water is made available to the population of thirty to forty thousands people of Degana.

Degana is an important junction where majority of the business community live to go to Howrah and southern parts, they have to change the train at Degana junction. Therefore, permission should be given for the train running between Kota and Howrah to have a stoppage of two minutes at Degana station.

A dambar road which comes from Bhichava and Boravar ends at just opposite side of the railway line at Boravari station. There is railway crossing on both sides of the railway track but railways have put barbed wires on both the sides. The Hon'ble Railway Minister may please allow connection of this road with any of the railway crossing there.

Earlier AC coach used to attach to the Bikaner-Jaipur Inter-city express train but now this A.C. Coach is no more being attached. I do not know why it has been done. Do you think that the financial position of the people living in these cities is too weak to buy AC coach ticket or they do not require AC Coach facility? Mr. Chairman, Sir, through you, I request that an order may be issued to attach AC Coach to this train with immediate effect.

It has been noticed that Ticket Collectors drink liquor in the trains in their leisure time. Such types of complaints have been received. In my view that could be more worse than this that railway staff drink liquor in trains and office premises. It is a serious issue and should be taken seriously. Strict action should be taken against any such complaint.

There is no train between Jodhpur and South India whether it is Madras or Bangalore. Therefore, the train running between Jaipur and South India may be extended upto Jodhpur. In the end, I would request the Hon'ble Railway Minister through you to improve the worsening condition of the railways.

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga):
Mr. Chairman, Sir, our party has got less time to speak.
...(Interruptions)

[English]

SHRI KHARABELA SWAIN (Balasore) : It would be better if you read out a few names of the speakers. We are totally in the dark to know at what time we will be called. It would be better if you read the names as to who will be speaking after whom so that at least we can go out and have our food. Nobody knows whose name is where. I have been all the time sitting here from 5 o'clock. Can you read out the names so that we will know at what time we will be speaking? Nobody knows who will be speaking when.

MR. CHAIRMAN : Take your seat. I will tell you. I have got a list of different Parties. I have to call one Member from each side.

SHRI KHARABELA SWAIN : Nobody knows who will be getting his chance when. You may call me tomorrow morning. I am not accusing anybody. I am sitting here from 5 o'clock. I am telling the hon. Chair that he should read out the names.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : Members sitting in the middle are not getting chance to speak.
...(Interruptions)

[English]

MR. CHAIRMAN : I will come to you after some time.

SHRI KHARABELA SWAIN : You read out at least five names.

SHRI E. AHAMED (Manjeri) : I am on a point of order. Can any hon. Member ask the Chair to say what he is going to do in future and what is the next item. Is it permissible?

SHRI KHARABELA SWAIN : I am not asking the Chair what he is going to do in future. I am asking a clarification. I am not dictating the Chair.

SHRI MOHAMMAD ALI ASHRAF FATMI : Our Party is not getting a chance. You are giving chance to hon. Members from other sides, not from this side.

MR. CHAIRMAN : I am giving you time.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : Members sitting in the middle should also get an opportunity to speak. You are calling members from other sides.
...(Interruptions)

[Translation]

SHRI PREM SINGH CHANDUMAJRA (Patiala) : Mr. Chairman, Sir, I rise to speak in support of the Budget presented in the House by the Hon'ble Railway Minister. I would like to thank the Government who have given full concession in railway fare to the unemployed youths when they travel to appear in interview for jobs. Concession in Railway tickets for senior citizens has been raised from 25 per cent to 30 per cent. Many new trains

[Shri Prem Singh Chandumajra]

have also been introduced. The increase in the railway fare do not put much burden upon the present economic condition of the country. Railway is a symbol of unity in our country and is an important means of passenger and freight traffic. But, I am sorry to state that even after having discussions every year and in spite of the interest taken by the members and suggestions given, concrete results are not being achieved. Suggestions made by us are not acted upon. Things have not been improved. The entire railway administration has been reduced to bureaucratic system. It has been stated here that Indian Railway has made a lot of progress. The Railway Minister was reading only the written text given to him by the officials. He was stating that during the last 50 years freight traffic has reduced from 89% to 40% and passenger traffic has come down to just 20% from 80 per cent. It shows how much progress we have made in the railways. It is really shameful for us that even after spending such a huge amount, things have not improved. The suggestions put forth by the Members are not heeded to by the Railway Board. Political or democratic suggestions are not being accepted and the whole system has become a routine one. That is the reason why railway is running in loss. The people want rail travel to be cheaper and comfortable. Although the rail traffic is increasing, yet the railway is incurring losses.

SHRI LALU PRASAD : Unproductive expenditure is more.

PROF. PREM SINGH CHANDUMAJRA : One of the reason, as Shri Lalu has just now stated, is that it has been deemed as unproductive expenditure. Unproductive expenses should end. There should be a committee of Members to devise ways and means to make it a profitable proposition. We have been told that there are 120 routes which are uneconomical. The same was stated last year but attention is not being paid to make these routes economical. There are some routes where railway coaches remain almost empty and on other routes it is so crowded that people have to travel on the roofs of the trains. However, efforts are not being made by the railways to make it a profitable proposition. Therefore, I request that a committee be constituted to suggest as to how these routes could be made profitable.

Railway facility is available in Punjab also. Rajpura is such a station in Punjab which connects half of Punjab as well as the capital of the State. My submission is that why no train halts at a place where such a large number of passengers board and get off the trains. Six districts have been connected with Rajpura. Capital of the state is also connected. The Shatabdi express originating from Delhi stops at Ludhiana and we have to come back to Rajpura spending two long hours as there is no stoppage there. Labourers from Bihar and Uttar Pradesh go there.

There are several industries in Patiala, Rajpura, Sangrur and Samana and to reach these places the people have to go to Ludhiana first. Those poor people have to come back to these places. This is not a good system. We are not asking for a stoppage for our own sake. Shri Lalu will forgive me if I say that we would be compelled to pull the chain to stop the train at the desired place as people do in Bihar.

SHRI LALU PRASAD : People have to do this because there is 'Gurudwara' at Patna Sahib.

PROF. PREM SINGH CHANDUMAJRA : You are right. There are trains like Shatabdi Express, Paschim Express, Malva Express and Satkhand Express on this route but they do not stop at this station. Railway facility should be provided at a place where passenger and freight traffic is much more. Punjab is a place from where foodgrains are being sent to other places, it fulfils the foodgrains requirement of the country.

Punjab is a state which provides foodgrains, rice and wheat. But our own production remain lying in our godowns and the foodgrains imported from Australia is being sold. When this point is raised, a standard reply is given that rakes are not available to lift the foodgrains. The position is same in Thermal Power Plants where coal is not available. In spite of all this, it has been stated that railway is going on in losses. One of the reason is that now-a-days people have no faith in railway department. A lot of bungling takes place in the booking in the railways. Theft of goods also takes place. Besides, goods booked for a particular place reach some other place. In my view, the railways department should make efforts to win the confidence of the people and theft of goods should also be checked.

So far as the question of safety is concerned, the Hon'ble Minister of Railways has stated in its speech that 70 per cent of the accidents take place due to human lapse. Railway department is not taking any action in this regard. In my view, this problem can be solved if we introduce electric system and efforts should be made to make improvements in this system. Then comes the question of security of the railway stations. I think railway stations should be connected with the nearby railway station. The system should be for the convenience of the public. Hon'ble Member, Shri Sis Ram Ola ji has rightly stated that there are encroachments on the railway land.

If the railway land is put to proper use, it will not only solve the problem of encroachment but will also help the railways to increase its earnings. Railway is not a commercial organisation but it is meant for the public convenience. Therefore, its budgetary support should be increased where need of the railways is much more. The

frequency of the trains should also be increased wherever it is felt necessary. I had given a suggestion. A train, IDJJ/2DJJ starts from Delhi and stops at Jakhal. If it is extended by another 25 kilometres, almost half of the Punjab will be benefitted by it. But Railway Department has not taken any step in this regard rather the ministry has replied—'It is not feasible'. ...*(Interruptions)* Such examples are being given by almost all the members. I had given another suggestion that Jammu-Tavi Express should run for seven days instead of five. The same reply was given by the department that it is not feasible. I think that this bureaucratic system has to be changed. The problem can not be solved till the system is changed. I have already stated that Punjab provides wheat and rice to the country and from defence point of view Punjab has its own importance. I would like to tell you that during the last 50 years, Punjab has got only 20 kms. of rail line and that too from Beas to Hargovindgarh. Sir, a provision has been made in the budget to connect the Ludhiana with Chandigarh. Chief Minister was also informed about it but instead of initiating the work on this line, this project was dropped. In my view, this line could prove economical. I am happy that in the 50th year of Independence, a new train "Swarn Mandir Express" has been introduced but it has been stated that it would be in the place of other Shatabdi Express. Our Parliamentarians have to come to Chandigarh, Himachal Pradesh, whose capital is Simla, comes in between the way. The question of defence is also there. I had requested to convert this line into a double line. But it was not done. We had requested last year to introduce a third Shatabdi. What to talk of introducing the third one even the second Shatabdi is not running on time. It is being stated that stoppage can not be provided because then the train will not reach in time. However, super fast trains have to wait for one hour in Delhi due to the non-clearance of rail track on platform. Therefore, system should be more effective and needs change. For the welfare of the country and its people, the network of this system should be expanded.

The budget presented by the Hon'ble Minister reveals that efforts have been made to bring changes in the system but last year's experience creates apprehensions about its success. To recharge the system, uneconomic routes should be made economical and where require, stoppages should also be made. Reservation ...*(Interruptions)*

[English]

MR. CHAIRMAN : Prof. Chandumajra, please conclude, so that we can accommodate others also.

PROF. PREM SINGH CHANDUMAJRA : Yes, Sir, I am concluding.

[Translation]

I am concluding in half a minute. Due to lack of proper reservation facility, many people don't want to travel in trains and I had said earlier also that the computerised reservation system should be set up at Rajpura. Some people have to face difficulty due to railways as well as it creates obstruction in road traffic. The overbridge and underbridge should be constructed wherever they are needed. Last year also I had said this and even now I am saying that underbridge should be constructed in Lehra and Sogaam. A new railway line should be laid from Patiala to Jakhal via Samana. The survey work has been going on for the last 30 years and, hence, this rail line should be completed soon. In the absence of an overbridge this city has been divided into 2 parts. It involves hardly one or one and half crores of rupees which has to be equally shared by the Union Government and the State Government. Two under bridges which involve only one and half crore of rupee are also not being completed. There is railway level crossing in Bhatinda known as 'Khooni Phatak' where 10-15 people are killed in accidents every year as there is no overbridge there. There is no overbridge at Mansa. There are also no overbridges at Bhatinda, Morinda, Sarhand and Derawassi. Discussions regarding overbridges were held many times but the work has not been started there. The issues which create hindrance in the work and in the development of railways should be taken up on priority basis. When the State Government is ready to give fund then the work should be started on behalf of Central Government and the system should be improved.

Finally, I would like to say that the new things which are included in this railway budget, especially the incentives and concessions extended to unemployed youths and aged persons are really commendable. With this, I conclude my speech.

[English]

MR. CHAIRMAN : One minute, please. The hon. Minister of Parliamentary Affairs wants to make some announcement.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : As I had said in the morning, dinner arrangement has been made for M.Ps. and Press in Room No. 70 and for staff in Room No. 73 on the first floor.

[Shri Madan Lal Khurana]

[English]

There is an arrangement of dinner. For MPs and Press, it is in room No. 70. For staff, it is in room No. 73. Everybody is welcome.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : What about morning breakfast?

SHRI MADAN LAL KHURANA : If you sit whole night then we will see.

SHRI PRAKASH VISHWANATH PARANJPE (Thane): When will our turn come? You please announce the next five names.

[English]

Mr. Chairman, Sir, it is our humble request to you that you please announce the names of next five speakers after Shri Fatmi otherwise, we cannot go for toilet, we cannot go for a cup of tea etc.

[Translation]

SHRI MADAN LAL KHURANA : You please tell two-three names. ...*(Interruptions)*

[English]

SHRI E. AHAMED (Manjeri) : All major parties have been given time. Even your leaders have spoken. There are smaller parties which may also be given an opportunity to speak.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : Sir, no one has spoken from our party.

MR. CHAIRMAN : Now Fatmiji will speak.

AN HON'BLE MEMBER : If you allocate less time to each one then more and more members can get the opportunity to speak.

MR. CHAIRMAN : I will not give more than five minutes. No one should speak for more than five minutes. Mr. Fatmi, you won't get more than five minutes.

[English]

PROF. AJIT KUMAR MEHTA (Samastipur) : We have been waiting to be called. But we are not being given an opportunity.

[Translation]

SHRI MOHAMMAD ALI ASHRAF FATMI : A lot of time from our party's share is left. I got the opportunity to speak after six hours. ...*(Interruptions)* The House will sit till tomorrow and during the entire night, so there is a lot of time. We have to beat last time's record. Mr. Chairman, Sir the sitting of the House was continued upto 7 or 7.15 a.m. last time. This time it will be upto 10.00 a.m.

SHRI LALU PRASAD : It happened earlier that whatever member gave in writing was included in the proceeding. CSX is also taken in writing from those members who do not get opportunity to speak to include their speech in the proceedings so that they could get the same printed and during election they can say that they had spoken this thing. Therefore, get it checked. ...*(Interruptions)*

MR. CHAIRMAN : Mr. Fatmiji you please listen. Two person, Shri Ajit Kumar Mehta and Shri Raghuvansh Prasad Singh had spoken from your party.

SHRI MOHAMMAD ALI ASHRAF FATMI : They have not spoken, they are sitting.

AN HON'BLE MEMBER : The name of Mehtaji is there in the list but he has not spoken.

MR. CHAIRMAN : But your time is over. All right, you speak.

SHRI MOHAMMAD ALI ASHRAF FATMI : I rise to oppose this railway budget presented by Railway Minister. Railway Budget lacks insight for the entire country. In every budget an attempt was made to keep the burden on the common man at the minimum. But the budget which was presented here, has put more burden on the common man. Besides, no attempt was made to take up developmental work in this Budget. Apart from this, there are many other things which I will mention in the latter part of my speech. Many of our members just now said that the Minister of Railways hails from Bihar. Many of our former Railway Ministers also belonged to Bihar. The comments are made that the trains are running late in Bihar, that people travel on the roof tops of the train or engine there. You should go deep and try to understand why such things take place there. You will come to know that the worst coaches that Indian Railways have, are sent to Bihar. Neither they have fans nor water. People travel on the roof tops of the train. On the other hand even if a train is introduced in the State then gradually its facilities are withdrawn. The former Minister of Railways started the Rajdhani from Patna.

Take the case of the Rajdhani trains running throughout the country. Hon'ble Railway Minister should travel by it and see for himself the condition of these trains. This is the first time that Rajdhani Express is running to Delhi via Lucknow. It takes three more hours via this route. Such a train is running in our area. The purpose behind introducing the Rajdhani trains was to provide a train which would reach the national capital in shortest possible time. I do not know why its route was diverted? If one happens to have meals served in these trains, he may like to change the name of the train from Rajdhani to Patna Rajdhani. I have sent a written complaint to the Minister in this regard, however I have not received any reply so far. Hon'ble Minister does not like to meet us. I am not aware of the reasons for his displeasure. I have requested hon'ble Minister at least five times to give us time for meeting but I do not know why he is not obliging us? He is an old acquaintance of mine. He is a senior member, still he does not wish to meet us. He knows that if we meet him, we will place some or the other demand before him. Hon'ble Minister should clarify as to whether he does not like to meet us.

I was not present in the House on the day this Rail Budget was presented. I was busy in elections at that time and that is why I could not attend the House. I read the newspapers to see as to what had been done for Bihar as the present Minister of Railways also belonged to Bihar. Last time also the Railway Minister, Shri Paswan belonged to Bihar. We thought that since he was a sincere man and was an engineer also, he must have offered a special package for Bihar. However, I found out that nothing had been done for Bihar. Rather the announcements made by the former Railway Minister were also not mentioned in this budget. I failed to understand the reasons therefor. We get to hear so much that as the Railway Minister is from Bihar, Bihar is getting many benefits. I would like to know as to what happened to the proposal regarding unigauge announced here? It was stated that under the unigauge project, all lines would be converted into broadgauge lines throughout the country so that the same system was installed throughout. I have been constantly raising this issue in the House. Gauge conversion of five to six thousand kilometers of rail route has been completed throughout the entire country whereas gauge conversion of merely 50 kilometers of rail route was undertaken in Bihar during our tenure. I am not aware of the quantum of work done earlier. Our Railway Minister has not sanctioned anything for Bihar. Gauge conversion was undertaken from Gorakhpur to Narkatiaganj. A major portion of U.P. rather than that of Bihar is covered therein. He has introduced a new train by the name of 'Swatantrata Senani' from Muzaffarpur to Delhi. I had requested for a train for Darbhanga. Majority of the rail passengers from Bihar are from Darbhanga.

This train may have been extended upto Darbhanga. The Shramjivi Express running up to Patna could have been extended upto Darbhanga but I feel that in the rail budget, I am not aware as to whether such a complaint has been made by the other states, but I can say this about Bihar that the foundation stones were laid for the Darbhanga-Raxaul, Darbhanga-Jainagar-Nirmali rejects last time. The announcements were made, however the allocations were not made in the budget. Shri Ram Vilas spent crores of rupees on advertisements. Again, two crore rupee have allocated for Hassanpur-Sakri rail line. Most of the work on the land has been completed. The present Minister of Railways is also from Bihar. I am not aware as to how many of the former Ministers were from Bihar but I do hope that conditions improve in Bihar.

Just now, a member from Punjab mentioned that lakhs of poor people travel from Bihar to Mumbai and Calcutta for earning livelihood but there are no proper arrangements for travel.

You may introduce 10-20 new trains, still they will remain insufficient. Why would any person sit on the roof of the train. When he does so, he could die also. Does anyone like to get on to the roof of the train? Does anyone want to travel that way? Wouldn't he like to travel in a more relaxed manner? People are forced to get on to the roof top. Hence I would request the Railway Minister that since he belongs to Bihar, he is well aware of the problems of Bihar, so he must pay attention towards Bihar. His predecessor had set up a Zonal office there. I do not know as to what is happening on that front, how much money has been allocated for it, when will the building be constructed and when will the officers be able to start proper work. Foundation stone was laid for construction of a bridge on the Ganges. I am not aware of the present position in this regard. When will the construction work be started?

Secondly, I would like to submit that Railway Recruitment Boards had been set up at different places for making appointments. Reports have been appearing in the newspapers regarding the instances of amassing crores of rupees by its chairmen and also about misappropriation of funds and some people having been given jobs in an unscrupulous manner. I would request the Railway Minister to kindly file a case against such a Chairman. seize all the account books and those having got a job in an unscrupulous manner should be punished. ...*(Interruptions)* You may personally conduct the test and find out whether they were deserving or not. You may ask ten or twenty such people to sit in an exam as a test case, otherwise I can give you the names of such persons who can not write even ten lines on their own but are holding high posts. How such undeserving people

[Shri Mohammad Ali Ashraf Fatmi]

have managed to reach those positions? Now the Government has set up a Central Recruitment Board. Direct recruitment will be made by the board to various far flung areas. We object to it. It will now be difficult for the candidates from the far flung areas. It will be easier in Delhi. List will be prepared and typed in Delhi and appointment will be made. A sincere person should be made the Chairman of the Central Board. You have resorted to centralisation. Now our youth from the various far flung areas will not be recruited to the Railways. Earlier the R.R.B. were working in different areas but now measures are being taken to concentrate the power by setting up a Central Board. My party oppose such a move.

I would also like to add one more point that some years ago, cranes were purchased. I do not know whether purchase was actually made or not, how it was made and what were the other things involved. I hope that the Railway Minister will definitely throw some light on it.

Mr. Chairman, Sir, I would also like to say that you may visit any station in India. Railway reservations are computerised, even then manipulation has not been checked. I am not aware of the scandal behind it. There could be a big scam. Hence I hope that since the Hon'ble Minister of Railways is also an engineer, he will look into it so that common man could avail of the facility. Throughout the country, whenever any employee approaches an officer, the officer does not care to listen to him. A person from my constituency—a railway employee—came to Delhi and staged a dharna in front of the office of the Railway Minister. He wanted to make a submission to the Hon'ble Prime Minister, but he died having immolated himself.

SHRI LALU PRASAD : What is his name?

SHRI MOHAMMAD ALI ASHRAF FATMI : Hon'ble Minister is aware of it. This incident occurred only a few days ago. None of his family members has been given a job and other facilities due to be given have also not been given. It is a matter of shame that we have such officials who are not prepared to listen to their employees. I would request Hon'ble Railway Minister to pay personal attention to this case and whatever is due should be given to his family members. His close relative should be given job on compassionate grounds and other facilities should also be given.

Mr. Chairman, Sir, the Railway Minister has announced some more projects for Bihar which include electrification, doubling of line and laying a railway line on Jhajh route and Samastipur-Gorakhpur line projects. However, no progress has been made in this regard.
...(Interruptions)

SHRI ANIL BASU (Arambagh) : This is Lalu-Nitish's railway budget.

SHRI MOHAMMAD ALI ASHRAF FATMI : This is not Lalu-Nitish's budget, rather it is only Nitish's railway budget. Nitishji has not paid any attention towards Bihar in spite of the fact that he belongs to Bihar.

SHRI NITISH KUMAR : Mr. Chairman, Sir, I would request the hon'ble Member to see the pink book.

SHRI MOHAMMAD ALI ASHRAF FATMI : There is nothing to see in that book. I am speaking only after seeing that book.

SHRI ANIL BASU : More funds have been given to Bihar as compared to other States.

SHRI NITISH KUMAR : I am not saying anything. I am only requesting that he should see the pink book.

SHRI MOHAMMAD ALI ASHRAF FATMI : Having put forward these points, I oppose this railway budget.

SHRI RAMDAS ATHAWALE (Mumbai-North-Central) : Mr. Chairman, Sir, this is not a railway budget but a big fraud on the country.

Mr. Chairman, Sir, we got the opportunity to make comments on Atalji's Government and on Railway Minister. Railways are progressing and we must also progress. The Railway is treading on the path of giving equal treatment to all the religions and we must also follow the same. We shall have to adopt the policy of avoiding the confrontation and we shall talk to you with regard to some of the work.

Mr. Chairman, Sir, I rise to oppose the Railway Budget presented by the Shri Nitish Kumar ji. The Railway Budget contains only slogan of helping the poor but it is a burden and injustice on poor and middle class people. In this budget an attempt has been made to increase the fares of season ticket, first class and A/c class. Through this budget, a gross in justice is being done to all classes of passengers.

Mr. Chairman, Sir, Railway is the Prime means of serving the poor. In our country trains are running for the past 145 years and it has its own tradition. About 11 million passengers travel by trains daily. We have 1,07,360 kms. long railway lines. If we have to expand the railway upto each and every town and city of the country, there would be need to expand the railway by 2 lakh kms. The amount provided in the budget is very meagre and there is a need to double this amount. The hon'ble Minister make announcements every year in connection

with expanding railway line, but it is also true that government does not have enough funds. I want to say that Railway should be run on profit. ...*(Interruptions)*

AN HON'BLE MEMBER : So many benefits have been offered for Mumbai in the budget and hence, you should congratulate him for that.

SHRI RAMDAS ATHAWALE : Rajdhani Express from Mumbai runs at a speed of 140-145 kms. per hour. If we have to expand the communication in our country, hon. Railway Minister should think of the plan to run the Bullet Train on the lines of Japan. If our train runs at a speed of 200 km./hr. then we can reach Delhi within 8-9 hours. From Patna and Lucknow, we can reach Delhi in four-five hours and can also undertake return journey also in the same time. The Railway Ministry is required to look into such projects.

I would like to say that Mumbai has population of more than one crore and lakhs of people travel by trains daily there. Trains arrive at Mumbai from Lucknow, Patna, Varanasi, Chennai and Trivandrum. There are only four tracks. Our demand is that two more tracks should be provided by the Central and Western Railways so that the passengers travelling to other places do not face any problem. This proposal needs to be considered. The V.T. station in Mumbai has been named as Chhatrapati Shivaji Maharaj Terminal. I would like to say that Dr. Baba Saheb Ambedkar was also living there. He launched his movement from Maharashtra. We demand that Mumbai Central Railway Station should be named after the name of Baba Saheb Ambedkar. There is a long pending demand for Dharavi Station between Sayna and Matunga. We want that the hon. Minister should also consider this demand.

I would also like to state that there is a need to expand the platform at Dadar Station. Similarly, there is a need to provide more funds to the corporation set up for bringing improvement in local service in Mumbai. There is also a need to construct a bridge at Kurla station because if we have to go from Kurla east to Kurla west, we have to cover a distance of 7-8 kms.

Mr. Chairman, Sir, in every train there is only two or three general coaches. We want that each train should be provided with 6 or 7 general coaches. I want to say that there is also a need to improve the catering service in the railways. At present the quality of tea being served in the trains is so bad that it is difficult to say whether it is tea or simply hot water. That is why we want that catering service should be improved. ...*(Interruptions)* Similarly, there is a need to review the contract system under which private companies are given contract for catering services. Mumbai is a big city. There is an urgent need for its beautification.

There are several companies in Mumbai which can undertake beautification work. A contract should be given to them for this purpose. Although several water taps are installed at the stations but usually they remain dry. Shri Nitish Kumar is an Engineer and is a good person. He belongs to Samata Party. We are hopeful that he will seriously consider to make appropriate reforms in the railways.

There are more than 15 lakh permanent employees in the railways but temporary employees and those who are working as Khalasi on contract basis are needed to be made permanent. Contract system should be permanently abolished.

Consideration should also be given to clear the backlog for scheduled caste and scheduled Tribe employees. A super fast train from Mumbai to Varanasi and from Mumbai to Gorakhpur should also be introduced. A train for Lucknow and Patna is also necessary. ...*(Interruptions)* A train from Mumbai to Nagarpaila should also be introduced.

I hope that Hon'ble Railway Minister will ponder over the suggestions made by me. With these words, I conclude.

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Chairman, Sir I would like to congratulate the Railway Minister Shri Nitish Kumar for presenting a Budget based on realities. Before the presentation of Railway Budget and General Budget, apprehensions were raised that more taxes would be levied and ultimately more burden would be put on the common man. But, I am happy that the apprehensions of the public have been belied by Shri Nitish Kumar by presenting a good budget in which he has tried to mobilise the money only from the upper class people. The Common man has been spared for which he deserves commendation. As has been just stated by Hon'ble Shri Fatmi and other Members, during the last 50 years due to political reasons announcements were made regarding different schemes, foundation stones were laid and various inaugurations were made, lakhs and crores of rupees were spent of newspaper advertisements but no work was initiated on these projects. You deserve to be congratulated for the information that you placed before the countrymen regarding wasteful expenditure worth crores of rupees on laying such foundation stones, making inaugurations and inserting advertisements during this period.

While travelling we meet many railway employee leaders who suggest that by increasing the speed of trains by 5-10 kms. per hour, not only the expenditure can be saved but many problems can also be solved. I request you to think over this issue.

[Shri Satya Pal Jain]

Regarding the employees, I would like to say that many posts are lying vacant. There is a long pending dispute over the matter of promotees and direct recruits. I request that efforts should be made to fill up the vacant posts and the ratio between the promotees and direct recruits be maintained.

A suggestion was made during Shri Ram Vilas Paswan's tenure which was not materialised. This suggestion was that for the maintenance of railway stations. Committees should be constituted with local member of Parliament as its chairman. A team comprising some officers and local MPs of all the political parties should also be constituted for the supervision of maintenance of the railway stations. However, this suggestion was not implemented. I request you that if the proposal is pending anywhere in the Ministry of Railways, it may be considered and necessary steps be taken in that direction.

Chandigarh is a Union Territory directly under the control of the Central Government. A large number of people from Bihar, Rajasthan, Uttar Pradesh and almost from every state reside there. There is no direct train running from Chandigarh to Bihar, Uttar Pradesh and South India. I have repeatedly requested that the Railway Ministry should introduce a train from Chandigarh to Patna, Lucknow and South India for the benefit of the labourers working in Chandigarh. I have another suggestion which I would like to repeat here. Shri Lalu has also mentioned about it. Guru Govind Singh was born in Patna and the founded the Khalsa Panth in Anandpur Sahib. We are going to celebrate 300th anniversary of the Sikh Panth in 1999. I request that a train be introduced between Patna Sahib and Anandpur Sahib. This train can be named as Khalsa Express or after the name of Guru Gobind Singhji. It would be a tribute to him if this train connects these two holy places and it would be a good piece of work to be accomplished. Chandigarh-Ludhiana rail line is yet to be completed. Chandigarh is the Capital of Punjab and Haryana but it is not directly connected with Punjab by railway. A 25 km. long track between Chandigarh and Ludhiana is yet to be laid. Construction work on this section between Chandigarh-Mohali, Kharar-Murinda is pending for a long time. Railway track is already there from Murinda onwards. This time, I was informed during the question hour that it has been included in the Budget of 1998-99. Some sanctions are to be obtained in this regard.

I request that this work should be started after getting the approval at the earliest. Chandigarh not only caters to the needs of the Union Territory but people from almost half of the area of Himachal Pradesh—from Parwanoo, Simla, Kinnaur, Lahaul-Spiti travel to their destination through this very station. I request that the proposal made

by the Railway Minister to develop Chandigarh railway station as a terminal point should be implemented. I was informed in the Question Hour and I had been given a written reply that six crore rupees have been sanctioned for this project that the work is to commence shortly and a six line railway station will be developed. I request that a decision be taken in this regard the implemented at the earliest.

Electrification has been completed on the entire rail line from Delhi to Ludhiana and Ambala but the same is yet to be undertaken on Ambala-Chandigarh-Kalka rail route. I request that this work should also be started. There is no direct train for Mumbai from my constituency and as I stated that many people want to travel upto South India, hence new trains should be introduced for travelling upto Bangalore, Mumbai etc. Recently a statement was made by an official of the Railway Department that a superfast Shatabdi Express is proposed to be run between Chandigarh and Delhi. This statement was published in all the newspapers on the front page and it was stated therein that whereas the Shatabdi Express takes three hours to cover the distance from Chandigarh to Delhi, the new train will take only two hour to two hours and fifteen minutes to cover the same distance. I do not know what transpired lateron. I request that this proposal be implemented.

I would also like to make one more request to the Hon'ble Minister of Railways. Nobody can deny the dire need for Shatabdi Express on Chandigarh-Delhi route but we should also run a super fast train for the poor. A person unable to spend four hundred rupees, an employee, worker or a peon also requires train services. If a superfast train could be run between Delhi and Chandigarh for such persons also, I feel that the common man will be facilitated and he will also be able to save time while saving money. Presently, the Himalayan Queen running between Chandigarh and Delhi takes approximately five hours to cover the distance. I request that the travelling time should be reduced. Only one and a half air conditioned coach is attached with the train. Approximately 100-125 people are listed in the waiting list. I request that the earlier practice of attaching two to three airconditioned coaches be resumed and the time taken for travelling should also be reduced. Earlier it had three coaches and thus the time was reduced and more passengers could be accommodated.

I would also like to make a submission regarding Pathankot-Delhi route. As I stated earlier, people from half of Himachal area travel via Kalka-Chandigarh route and the other half reach via Pathankot. Armed forces camps are located nearby where around 50,000 army personnel are residing who travel via Pathankot.

21.00 hrs.

However there is no direct train from Pathankot to Delhi. The Members of Parliament have made a written request for introducing a Satabdi Express or superfast train from Pathankot to Delhi. Reservation facility should also be provided at Pathankot. At present, people have to go to Jammu to make reservations due to which two and half hours time is wasted. I believe that Hon'ble Minister would pay attention in this regard so as to provide facility for the people of that area.

MR. CHAIRMAN : Please make it short. If all the members conclude within five minutes, everybody would get the chance to speak.

SHRI SATYA PAL JAIN : I shall conclude shortly. Hon'ble Minister of Railways has increased the concession in ticket for the senior citizens from 25 per cent to 30 per cent, for which I thank him. I make a demand that the same be increased to 50 per cent so that people of the age of 65 and above are facilitated.

So far as the issue of over-bridge is concerned, there is a rail line from Chandigarh to Delhi to Dera Bassi, whenever the railway crossing is closed, the traffic remain jammed for half an hour at times as there is no overbridge. Due to this very reason, the time of people is wasted. The Ministry of Railways should surely consider the request for constructing an over-bridge at this point so that the time of people is saved.

With these words, I thank you for having given me an opportunity to speak. I hope that the pace at which Hon'ble Railway Minister is running this Department and the message that has been conveyed to people under the guidance of Hon'ble Prime Minister, Shri Atal Bihari Vajpayee, will lead us on the path of progress. Once again, I welcome the Railway budget.

21.03 hrs.

**ANNOUNCEMENT RE : SITTING
OF THE HOUSE**

[English]

MR. CHAIRMAN : I have to make an announcement. This House will continue till all the Members have spoken. That is why I would request all the Members to complete their speeches within five minutes so that everybody can get a chance. Tomorrow, only the hon. Minister will reply and no Member will speak on this.

SHRI NITISH KUMAR : Sir, I must be communicated the time of my reply.

MR. CHAIRMAN : You will reply tomorrow.

SHRI NITISH KUMAR : The time should be indicated to me, please.

MR. CHAIRMAN : I think, it is after Question Hour.

SHRI NITISH KUMAR : I think, it has already been decided. But it would be better if it is announced at this point of time.

SHRI E. AHAMED (Manjeri) : Sir, all the Members of the major parties have been given an opportunity to speak and their second round has also been completed. But Members belonging to smaller parties have not got a single chance to speak.

MR. CHAIRMAN : Your name is very near in the list. You will get a chance very soon.

SHRI ANIL BASU (Arambagh) : Sir, I think, there is a confusion in the House about the time of the reply of the Minister.

MR. CHAIRMAN : He will reply tomorrow.

SHRI ANIL BASU : Sir, how can he reply after Question Hour, if he sits here throughout the night? He will have to go through the debate before he replies.

SHRI NITISH KUMAR : Sir, it should be announced by the Chair in the House, when am I supposed to reply.

MR. CHAIRMAN : There is an announcement. The sitting of the House will continue till midnight or morning or whatever it might be. The House will adjourn only after all the hon. Members have spoken. The hon. Railway Minister will reply tomorrow at 2 p.m. No Member will be allowed to speak tomorrow. That is the point. The hon. Members should bear in mind that no Member should exceed five minutes.

Now, I call upon Shri Bir Singh Mahato to speak.

21.05 hrs.

**MOTION RE: CONSIDERATION OF STATUS
PAPER ON RAILWAYS: RAILWAY
BUDGET—1998-99—GENERAL
DISCUSSION
AND
DEMANDS FOR EXCESS GRANTS
(RAILWAYS)—1995-96—Contd.**

[English]

SHRI BIR SINGH MAHATO (Purulia) : Mr. Chairman, Sir, during the last Railway Budget, the hon. Railway

[Shri Bir Singh Mahato]

Minister assured on the floor of the House that an EMU coach from Purulia to Burdwan would run. I am thankful to the hon. Railway Minister for reiterating in his Budget speech that the train from Purulia to Burdwan would run.

Also an announcement about conducting the survey for the line from Jargaon to Purulia was made on the floor of the House but only a meagre amount of Rs. 5 lakh has been allocated in the Budget.

Sir, a new train from Howrah to Purulia should be introduced because in the districts of Purulia and Bankura, only one express train is running from Purulia to Howrah. I would request the hon. Railway Minister to introduce a train from Howrah to Purulia in the morning and also request the hon. Minister that an express train from Tatanagar to Dhanbad should be started. These are the two steel cities in North Bihar. There is a great demand for this train in this locality.

A new railway line from New Mainaguri to Jogigopa should be started. The survey work has already been completed and the report is available with the Department. This is a very important railway line. Sir, you are aware that more than eight times, bomb blasts had taken place and the rail line was damaged. To avoid the Bodo area, a new railway line should be provided in the national interest.

[Translation]

SHRI SANDIPAN THORAT (Pandharpur) : Mr. Chairman, Sir, I thank you for giving me time to speak on railway budget.

Sir, first of all I would like to dwell upon the status paper which is presented by the Ministry on page 18 of this status paper it is written:

[English]

"Both in Parliament and outside, elected representatives project need for new railway lines, conversion of narrow-gauge and metre-gauge to broad-gauge, doubling of existing lines, electrification of tracks, road over bridges across railway tracks, suburban/metro railway systems in metropolitan cities, improvement in passenger amenities and services, more and faster trains serving their constituencies all of which to be made available at present costs, will call for resources on an impossibly large scale."

[Translation]

Mr. Minister, Sir, you have already submitted the status paper and if we do not get anything by even speaking in the House, then what is the use of speaking

here. If you do not have the resources what can be achieved by sitting here for the whole night and delivering speeches. You have made clear our status through your status paper. You should think about this. I would have thanked you if an assurance has been given in the status paper that you will consider the suggestions given by members and provide them more funds. I have been listening your speech since long time. When we were sitting in the treasury benches and you were sitting in the opposition I used to listen to your speech with great interest. But it is not right that you have made our status clear, doesn't matter. ...*(Interruptions)*

SHRI NITISH KUMAR : It is not my creation. I have simply placed the truth before the House.

SHRI SANDIPAN THORAT : It is not right that you have made our status clear. You are efficient. You are sitting in the treasury benches and whatever you will do, that will be correct. ...*(Interruptions)*

Sir, it has been decided to convert the gauge in my constituency but the allocation of funds is not sufficient. You have allocated only Rs. 25 crores for 359 km. long track, which is very less.

I request you to increase this amount because this track is near a very big centre. As Bodhgaya is situated in Bihar. Similarly a pilgrimage of vithalji is situated here. People from all over the world visit this place but there is no facility to reach this place. If gauge conversion work is going to be done by Rs. 25 crores then it will take atleast twenty years to complete it. Therefore I request you to increase this amount and this work should be completed as early as possible as a time bound programme. This is my suggestion. People from all over the world visit this place. As you had collected money for Konkan Railway and raised funds from public, similarly if you float the vithal Bond, then many people will purchase bonds and you can collect money also. You can complete that track with these funds. That track is very essential because there are many sugar mills and spinning mills in that area. That is why I request you for early completion of this project. Kurudwadi is a big junction there. The metregauge is now being converted into broadgauge. A metregauge workshop was functioning there which is now on the verge of closure. ...*(Interruptions)*

That workshop should be converted into a coach-factory. At present there are only two-coach factories in India. According to the survey conducted 10 years ago, this factory was to be set up at Beroach-Lathur line, however ultimately it was set up at Kapurthala. We had accepted this change in country's interest. But now my request is that the workshop there should be converted

into a coach-factory. We have got all infrastructure for that.

There is only one train running between Sholapur and Mumbai. I am requesting you to introduce one special train from Sholapur to Pune. Kurudwadi is a Taluk and Sholapur is a district. I also demand that a local train should be introduced from Sholapur to Kurudwadi.

[English]

SHRI N.K. PREMCHANDRAN (Quilon) : Sir, I rise to oppose the Railway Budget presented by the hon. Minister of Railways for the year 1998-99.

This is a Budget which is imposing much financial burden upon the common people. Though our hon. Minister is a close friend of the common people, much burden is caused upon the common people by way of fare hike.

Sir, in his Budget Speech Part-II, he has used the soft and sober words. If we make a thorough scrutiny of it, it will be very clear that the common people is being charged a lot. A passenger who comes from Trivandrum to New Delhi has to pay Rs. 70 more in the new hike as suggested in the new Railway Budget. There has been a sharp increase in all the sectors, that is, Ordinary Second Class, Sleeper Class, Monthly Season Ticket, Mail and Express trains, Rajdhani and Shatabdi trains, reservation charges, supplementary charge for superfast trains, platform tickets and even a slight increase is there in the freight charges also. So, it goes to show that this is a Budget which is causing much financial burden and it is against the common people especially the long distance passengers, particularly the people of Kerala who will be most adversely affected by the new proposals of increase.

I am coming to the balanced development regarding this Budget. In almost all the previous years we have seen that there is no regional balance in the case of development, especially in the case of Railways. This year also this has been repeated. There is a gross discrimination as far as the State of Kerala is concerned.

We are thankful to the hon. Minister for convening a meeting after the presentation of the Budget in the Rail Bhawan. All the five major issues have been discussed and we are all so happy and satisfied with the response made by the hon. Minister. We have made five common demands and he has agreed to satisfy all the five demands. One of the demands has already been accepted and it has also been recommended also. So, apart from the five issues which have already been discussed in the MPs conference from Kerala. I would like to mention

some other issues which are grossly affecting the people of Kerala.

First is the gauge conversion. The Indian Railways in the last few years have given utmost priority regarding the unigauge system. The oldest rail line to Kerala is from Quilon to Virudhnagar. That is the metregauge line and in the last few years' Budget, it has been included in the Budget for Rs. 1 lakh, as a token provision. This year it has been reduced to Rs. 10,000 and there is no specific proposal for continuing the work. Therefore, I would like to appeal to the hon. Minister to take up this oldest rail line in Kerala, that is, from Quilon to Virudhnagar. That metregauge line has to be converted to broadgauge line. That is the priority of the Indian Railways.

Sir, many hon. Members who have spoken before me have already mentioned about doubling and also about the new lines and so, I would not like to repeat them.

I would like to suggest to the hon. Minister that if the 727 Bangalore Express which is coming to Quilon is extended either upto Kayankulam or Alleppey, most of the passengers in that sector would be benefited. Therefore, that proposal may also be considered.

I would like to make one more suggestion. There are no Diesel Multiple Unit trains in our State. If it is allotted to our State it will be beneficial to us. About 200 to 300 passengers can travel at a time in that train and that should be made available in between the major stations. If it is possible, the DMU service should be introduced between Quilon and Kayankulam where doubling has already been completed. As far as the Push and Pull train, PP-18, it used to start from Kayankulam. That also could be extended upto Quilon.

Then, regarding the introduction of new trains, we have made a proposal before the hon. Minister in the MPs' Conference to start a new train from New Delhi to Trivandrum. I would like to suggest that the new train should be introduced from New Delhi to Trivandrum via Palakkad and not via Konkan Railway, because there are many Karalites residing in Jhansi, Itarsi, Bhopal and Nagpur and they will be benefited if it is introduced through this route.

Sir, there is one locomotive shed in Quilon. This is a major railway station in Kerala. I would request the hon. Minister to convert this locomotive shed as a wagon repair and maintenance depot. These are the suggestions pertaining to my constituency.

Sir, I would urge upon the hon. Minister to make a separate railway zone for Kerala exclusively which can cover from Kanyakumari to Mangalore, from Shoranur to

[Shri N.K. Premchandran]

Coimbatore and from Quilon to Virudhunagar. So far as Kerala is concerned, there is discrimination from the Indian Railways, especially in the Railway Board and also there is discrimination from the Zonal Headquarters, because the Zonal Headquarters is in Chennai. I am not making any specific allegation against the Zonal Headquarters, but they are not paying much attention as far as development of railway in Kerala is concerned. So, I appeal to the hon. Minister to consider this proposal of having a separate railway zone in respect of Kerala.

Regarding this year's budgetary allocation, we are happy that the hon. Minister has assured us that whatever be the amount which has to be expended during the current year, that would be allotted as far as the doubling work between Mangalore and Shoranur and also between Trivandrum and Quilon is concerned.

Sir, I would like to highlight one more point. We agree that there is a slight increase in the allocation while considering the total hike in respect of Plan outlay. During the current year, the Indian Railways have saved about Rs. 4,400 crore due to the non-payment of pensionary benefits as a result of the enhancement of the retirement age of the employees from 58 to 60 years. The Railways are getting an additional revenue of Rs. 450 crore from fare hike. Then, there is an increase of 35 per cent in the allocation for the new lines. There is also an increase of 88 per cent for the doubling work.

As far as the development of railway in our State is concerned, there is no proportionate increase in respect of total Plan outlay. That is why, we are again requesting that more funds have to be allocated for the doubling work between Mangalore and Shoranur and also between Trivandrum and Quilon. The estimate for the doubling work between Trivandrum and Quilon is about Rs. 47 crore or so, but the allocation is to the tune of Rs. 40 crore. So, that work could be completed within this year if some more funds are allocated for that purpose. I would also request the hon. Minister to earmark Rs. 100 crore for the doubling work between Mangalore and Shoranur.

Sir, I would like to highlight one very important point regarding the increase in freight traffic as well as the passenger traffic. The Indian Railways need reforms so as to keep pace with the infrastructural needs of our country. The main question to be considered is whether our Railways are able to meet and satisfy the requirements of the people of this country. The answer is 'no'. So, I would suggest that the Indian Railways should accord higher priority for the capacity augmentation. When we consider the freight traffic as well as the passenger traffic for the last few years, in the year 1960-61, if we take the total traffic, both the freight traffic as

well as the passenger traffic, the share of the Indian Railways was 89 per cent.

Now, it has come down to below 30 per cent, *i.e.*, 20 per cent. That is a decline in the total rate of traffic by the Railways *vis-a-vis* total traffic. So, that has to be increased. How could it be increased? I would like to suggest an increase of at least five per cent in the freight traffic. I would also request to minimise the expenditure. I want to give one more suggestion.

I could remember, last year also so many advertisements appeared in the leading daily newspapers. When a new rail was to be started a full page advertisement comes and crores of rupees were spent for advertisements. So, that could also be minimised.

As regards Grade 'C' Mechanic Operators in the Railways, their condition is very pathetic. They are not being given separate seat or accommodation. That should also be considered.

With these words, I once again oppose the Budget since it is causing much hardship to the common people of our country. I would appeal to the hon. Minister to consider favourably the issues relating to the State of Kerala.

[Translation]

SHRI KISHAN SINGH SANGWAN (Sonepat) : Hon'ble Chairman, Sir, I rise to support the proposals of railway budget 1998-99 which the hon'ble Railway Minister has presented in the House. The hon'ble Minister has in his proposals mentioned in detail the accounts of railway department, its economic condition and working capacity for the last several years. In that some reformatory steps have also been taken. In the proposals, it has also been accepted that the past of railway is not very satisfactory. The programme of railway department costing Rs. 35 crore has not been started yet. In the proposal it is also stated that the Railway Department is functioning by taking loans continuously for the last 12 years. If the same condition prevails then the problems which the hon'ble Members are placing before the House will not be solved. The entire responsibility lies with previous governments, their style of functioning. This is due to their working capacity and negligence.

In my Haryana state there is an old saying that only the prosperous and fortunate person gets the facility of travelling by train, epidemic of Cholera and potato curry ...(*Interruptions*). In cholera one dies instantly. Only fortunate ones get such death. But today the situation is reverse. Today Railway Department is very unsafe. It is

very negligent department. There is no cleanliness on railway stations and almost all trains arrive late. As the Hon'ble Member had said, its style of functioning is not correct. The greatest problem is that there is no one to listen the grievances of either representatives of people or daily passengers.

Mr. Chairman, Sir, my Haryana state comes under Delhi zone where the office of Divisional Manager is situated. We have many daily passengers unions. These people put their problems before us. I have myself placed their problems in writing. I have made many telephone calls also but there is no one to listen this. No one attends the phone. No officer is available, even if any officer is present he will not look into the problem and hence our problems remain unsolved.

Shri Nitish Kumar is not present here but our senior colleague Shri Ram Naik is present. I request him that to run the Railways smoothly, there should be a check upon the bureaucrats. You will have to make them answerable to the public. Today they travel in air-conditioned coaches. In Haryana, Chaudhary Devial had forced the bureaucrats to listen to the problems of public in open, once in a week at their divisional headquarters. Therefore, if railway officials want to do something good for the public then they have to reach out to the public. It is the biggest shortcoming of the bureaucracy that officers are afraid of facing the public. Only the General Manager of Delhi Railway Zone concerns us. I can say about him that they seldom go out of Delhi.

Mr. Chairman, Sir, if bureaucrats properly handle the problems of the people, many of them will be solved at their level. These petty matters need not reach at the Minister's level. Local officers can solve them. For example, matters regarding providing stoppage of a train at any railway station for 1-2 minutes or if there is need to adjust the timings of a train which does not involve any financial implication, can be solved at the level of general manager. Therefore, my main suggestion is to keep check over the bureaucrats. They are here to serve the public rather to rule them. The day and time should be fixed for them to meet the people. Janata Darbar should also be organised to solve the problems of the people.

Mr. Chairman, Sir, there are so many problems in Haryana. At the time of confidence motion won by Shri Vajpayee, I had stated that Delhi is surrounded by Haryana from three sides. 10 lakh people came to Delhi everyday. Large number of employees and other people viz. vegetable vendors and milk vendors come to Delhi everyday. If you conduct surprise checking at Bahadurgarh, Sonapat or Panipat railway stations, you will find that due to shortage of bogies, even on electric trains, people have to travel on roofs. There is no hearing

for it. At that time also, I had stated all these problems and also written to the hon'ble Prime Minister but till date nothing has been done. Such problems of time adjustment and increase in number of compartments were also placed before Shri Nitish Kumar. But no steps have been taken in this regard.

Mr. Chairman, Sir, Delhi is the capital of our country and a large number of people from three sides of Haryana commute here daily. When Railways can not provide facilities to people living in the areas adjacent to Delhi, how can we expect the same to be given to north-eastern States and Bihar. People living in the adjacent areas of Delhi are facing troubles and we talk about providing facilities to the people living thousands of km. away from Delhi. I request the Hon'ble Minister through you to introduce electric trains within the periphery of 100 km. of Delhi and more coaches should be arranged in the trains. Adjustments should also be made in the timings of trains so that people of Haryana do not face any difficulty in commuting to Delhi. These are the general problems. Besides, there are some other problems of Haryana State itself. Except for one or two km., no new rail line has been laid in Haryana during 50 years of independence. Our State has been utterly neglected in this matter. The Railway department has not paid any attention towards our State. There is no place for this state in the map of railway department. Therefore, I request you to construct 5-7 new railway track in Haryana. We have a demand that

[English]

A new railway line from Sirsa-Fatehabad-Agroha-Hissar be laid.

[Translation]

Secondly, Yamunanagar may be connected with Kurukshetra by a new railway line. Third demand is that Jind, Gohana and Sonapat should be connected by rails so that we may have direct link with Delhi. Similarly Rewari. ... (Interruptions) should be connected with Jhajhar and Rohtak. These are all district headquarters which are not connected with each other. Hissar, Jind and Karnal should also be connected by rails. All these places are at the difference of 30-40 kms. These are not very long railway lines. Delhi should be connected with Jakhal which will be a short cut to Punjab. An additional railway line from Subzimandi to Sonapat be laid as due to heavy rush on this track passengers have to face lot of difficulties to reach here.

Previous Governments have not introduced any new trains. Therefore, new trains should be introduced on this track. There is an additional shuttle train from Sonapat to

[Shri Kishan Singh Sangwan]

New Delhi as Sonapat is an industrial centre of Haryana. Such a big city has many problems which have not been heard. A demand has been made for a shuttle train between Panipat, Gohana, Rohtak and Delhi. Another demand is that a new train for Jaipur-Hissar-Ludhiana and Jakhai should be introduced. There is also demand for a train between Lucknow, Delhi and Bhiwani. These are all link trains. We have asked only for trains. We have demanded a new train from New Delhi to Panipat departing at 8 A.M. and there is also a problem regarding up and down journey from Rohtak to Jind in the morning at 7.15 a.m. Secondly, there can be a direct route between Hissar and Jammu via Ludhiana, connecting Punjab and Haryana State. There is no need for any additional line for this route. There used to be a train 7 down D.P.M. running between old Delhi and Panipat which has been discontinued for unknown reasons. This train was running from old Delhi railway station to Panipat via New Delhi. ...*(Interruptions)* Efforts have never been made to improve the situation in Haryana. We can only put our demands before you. ...*(Interruptions)* All demands will be placed. It is for you to accept them or not but it is our duty to raise our problems.

MR. CHAIRMAN: Please conclude early as many other members have to speak.

SHRI KISHAN SINGH SANGWAN: The train which used to run at 7.40 has been discontinued I would request the hon'ble Minister to re-start it. Some over-bridges are to be constructed. During the last 50 years only two over-bridges have been constructed in Haryana. Therefore, we demand that an over-bridge in Dabwali which is a big city, one in Sirsa and one in Hissar be constructed. ...*(Interruptions)* An over-bridge should also be constructed in Sonapat. You may see that in the absence of an over-bridge, traffic gets jammed there for hours together. I have also written to the Hon'ble Minister in this regard. This time also, I will give in writing because due to lack of time you are forcing me to conclude. So these are our demands. In the end, I would request the Hon'ble Minister that if he wants to streamline the railway department, then he should put a check on the bureaucrats so that they may not become the ruler but serve the people, and solve their problems without any delay. With these words, I conclude.

[English]

SHRI E. AHAMED (Manjeri) : Thank you, Mr. Chairman, Sir. As a matter of fact, I am a friend of both the Ministers of Railways. I was waiting for an opportunity to pay encomium to them but I am sorry to say, Mr. Chairman, that this is a Budget where I have no reason either to congratulate or to give any compliment. This Railway Budget is disappointing everybody. There is no

word but to express deep sense of anger and anguish of what the Railway Ministers have done to the regions which have been neglected very much.

Sir, in our railways, there are 7,500 passenger trains a day; and 4,005 goods trains criss-crossing 62,725 kilometres, covering 6,984 stations a day. It is also seen from the records that there are 11 million passengers a day, 1.2 million tonnes of freight and 1.6 millions employees in the Indian Railways. I would like to ask the hon. Minister that out of 7,500 passenger trains, how many trains are there especially down Southern part of the country—Kerala? Of course, goods trains are there. It is because unless we get the goods, the Railways will be the loser. So, goods trains are there. But how many passenger trains are there in Kerala? If you take a State like Kerala, you will find that the air passengers are increasing, the motor vehicles are increasing. Populationwise, a maximum number of motor vehicles are being used in Kerala. Since we do not have the trains, we cannot travel by them. I do not know why this injustice has been done to a State like Kerala.

Sir, plan allocation is also not much for Kerala. I am not going into the details because of paucity of time. But I would like to say that the budgetary support is not much to compliment the Government. In 1996-97, the budgetary support to Railways was Rs. 1,439 crore whereas in 1997-98, it is Rs. 1,831 crore. It is only Rs. 400 crore more. Of course, they are making internal resources. But it is a matter of success for the Government if they are able to complete it. But I would just like to say that in 1996-97, for the new lines, a sum of Rs. 369 crore was provided and this year, it has been slightly increased to Rs. 497 crore. So, there is an increase of 35 per cent. When there is an increase of 35 per cent, why have the railways completely ignored the State like Kerala? Were we not entitled to have our share for the new lines? Did the Government and the Railways give at least, a single line for a State like Kerala? No.

Same is the case about the doubling of lines also. Doubling of lines has increased considerably in the country but how much have we been given? It is nothing. My other hon. colleagues have already mentioned about it and I am not again and again referring to the matter. I would like to say only one thing. The Britishers had left this country 50 years ago. When they came to Western coast, 150 years ago, they started the first broad-gauge line from Shoranur to Nilambur. I would just invite the hon. Railway Minister to see that line. There is no change at all even after Britishers had left this country. What was the line 150 years ago is the same even now. Why did the Government not pay any attention to that backward area which could be improved?

The second line is Shoranur-Mangalore line. All the time, we are mentioning about it. But nothing has been done. Is it not the injustice on the part of the Government to ignore a State like Kerala which has taken the share in the Konkan Railway? In the Konkan Railway, Maharashtra, Karnataka, Goa and Kerala are the shareholders but it has been criss-crossing Goa, Maharashtra and Karnataka which stops at Mangalore. I would just like to ask the hon. Minister one question. After taking a share of Rs. 48 crore in the Konkan Railway Corporation, has even one kilometre of railway been given to Kerala? No. Konkan railway stops at Mangalore. But when we ask for doubling of Mangalore-Shoranur in order to have the benefit of this Konkan Railway, and when we ask that the doubling work from Mangalore-Shoranur should be handed over to Konkan Railway, there comes the question of technicalities and problems.

Anyway, whoever are formulating the policy, I leave it to them. But this is a clear case of neglect of a State like Kerala. What is the crime that we have committed? Of course, the Minister was very much pleased to say that a new train, Mangala Express, leaving Nizamuddin has been extended to Ernakulam via Konkan. But I would like to ask as to what is the use. The Konkan Railway was to cut short the distance. In terms of the travelling time, the present Mangala Express from Nizamuddin to Mangalore via the earlier route is taking 52 hours. After taking it through Konkan also, the time taken is the same the distance also is the same. It is because this is not being run through the route of Rajdhani Express. Rajdhani Express is going in one line and Mangala Express is going in another line. The result is that a passenger from Nizamuddin will have to wait for 52 hours to reach Mangalore and Ernakulam as usual. Why not this Mangala Express be run through the route of Rajdhani Express? I cannot understand the reason.

Another train, Kerala Express, coming from Trivandrum, passing through Ernakulam, then again Palakkad and coming to New Delhi is taking 52 hours. Mangala Express is also taking 52 hours. Why are you putting the people from Malabar to great difficulties and hardships? This is one point that I would like the Minister to clarify.

There are many many things. Paucity of time stands in the way of elaborating all these things. However, I just want to ask certain questions of the hon. Minister, my good friend Shri Ram Naik. We are very grateful to both the Ministers, Shri Nitish Kumar and Shri Ram Naik combine for having invited the Members from Kerala to have a threadbare discussion and for whatever they have done. Even though I would be opposing the Budget, I cannot forget the good gesture that you have shown.

Still I would just like to say that there are many things that you have forgotten. Foundation stone for Kuttipuram-Guruvayur project was laid by the Minister who is not here in this House now; he has been defeated. I want to ask whether that Kuttipuram-Guruvayur project has been shelved. There is nothing about it in the Budget. Another line is Edupalli-Thalur, a new line which will also be given the benefit of 35 to 40 kms. from Ernakulam to Malabar area. That is also not taken up. Another line supposed to be taken up at my instance was Faroka-Nilambur which is still on the papers. Even if a deviation is necessary in the survey, this will have to be taken up. We have been requesting the Minister time and again to have a survey from Nilambur to Nanjangud crossing through Karnataka and Tamil Nadu. But nothing has been done. What is that you have done for Kerala? It was only line started some hundred years back. My constituency has been craving always for new Faroke railway station. One hon. Minister came to that railway station at my request. I do not want to take the botheration of taking these Ministers to my constituency and show them some railway stations. They have their own difficulties. Our railway stations have not been modified so far. No repair has been done. They say let the Railway bridge come. When is it to come? It has been started five-six years back.

As regards report that you have received about Feroke bridge says that it was more than half completed. I do not know about it. These are all matters relating to Kerala. Where do we go and to whom do we complain about these aspects?

What is the present position? All old compartments are sent to Kerala. Even inside the train compartments, during monsoon seasons, sometimes we are forced to use umbrellas. This is the position. The railway stations are half-completed without any roof on the top. How will passengers wait for their trains? Therefore, I wish the hon. Ministers visited Kerala. They have neglected Kerala, particularly the Malabar area. That area has been catering to the needs of the Railways for the last several years. It is going to be a relic in the history of the Railways even after centuries. I hope, the hon. Ministers will pay some attention and do some justice to the State of Kerala.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK) : Shri Ahamed, did you not see the figures in this Budget. Last year, we had given only Rs. 31 crore for new lines, gauge conversion and doubling; whereas this year, we have given Rs. 88 crore.

SHRI E. AHAMED : Even at this rate, it will take ten years. That is my complaint.

SHRI RAM NAIK : Are you not happy that this year we have given Rs. 88 crore against Rs. 31 crore given last year?

SHRI E. AHAMED : What is the use of the Konkan Railway for us? Even after your taking these steps, at this rate, it will take ten years. ...*(Interruptions)* If the Government would not set the money apart, what will the Railways do?

[Translation.]

SHRI CHANDRAMANI TRIPATHI (Rewa) : Mr. Chairman, Sir, I rise to support the Rail Budget presented in the House. I would like to congratulate the Hon'ble Minister of Railways for having avoided the beaten path and presented a practical and objective Rail Budget. I term it as the one avoiding the beaten path because it is for the very first time that such a budget has been presented which does not propose to cure the symptoms of the disease, rather it attempts to root out the very cause of disease, for which I would like to congratulate Hon'ble Railway Minister. Hon'ble Minister of Railways and I have participated in the youth movement together. For the first time, he has made a provision in the Rail budget for the unemployed youth to travel free of cost in the second class compartment after showing their applications and call letter. Besides, he has decided to raise the concession limit for the senior citizens from 25 percent to 30 per cent, which I welcome. For the first time, the Railway Minister has made a negligible increase in the freight rate which was increased constantly in the previous years. In place of that, he has tried to impose a direct tax. The freight movement was being affected due to constant burden on this item and it was also giving rise to inflation.

Mr. Chairman, sir, since the time at my disposal is quite short, hence I do not want to quote figures in this regard. At a time, the Minister of Railways and myself used to run a movement to have uniformity in case of rail coaches. However, this problem is still prevalent. The A.C. and the first class coaches have not been removed. The Minister should make this arrangement at least that the coaches being added to the trains should have arrangements for the second class passengers so that the poor can also travel comfortably in the ordinary coach or the sleeper coach. At present, the condition is such that the poor are herded like cattle in the coaches. Hence Hon'ble Minister should try to increase the number of ordinary coaches and provide drinking water facility therein. It was during the tenure of Madhu Dandavate as the Railway Minister that drinking water facility was

provided in the second class compartments. Besides, the practice of using the earthen cups and 'pattals' in place of plastic glasses and food packets should be started.

I would like to draw the attention of Hon'ble Minister towards my constituency. My constituency, Rewa is a very backward area. It did not have any rail line upto 1980. During every election, the people from the ruling party used to say that if people vote for them, they will get introduced the train service. The rails were introduced and two trains run also. One of these two trains is a shuttle service from Rewa to Jabalpur. When we were contesting elections, we promised to provide a train from Rewa to Delhi in case we form the Government. What to talk of providing the new train, even in the case of the train already running from Rewa to Jabalpur, its toilets were closed. After a lot of effort, the train was run again in original form. I would like to thank Hon'ble Minister of railways for it. Alongwith this, we had also requested the Railway Minister to extend the Prayagraj Express upto Rewa but the Minister stated that it was not possible. I would like to make a request that out of the two trains viz. Mahakaushal Express and Mahamaya Express running from Jabalpur to Delhi almost around the same-time, the first one i.e. the Mahakaushal Express should be extended upto Rewa so that the problems faced by the people of Rewa may be resolved. However, this request was also turned down. If it is not possible to do so, at least the Prayagraj Express should be linked with the Rewa-Allahabad link train. I would also like to submit that the proposed train from Varanasi to Kurla should be run via Rewa, Damoh and Sagar. We had a meeting with the DRM of Jabalpur in this connection recently and the MPs of Satna, Damoh and Sagar were also present there. If the Varanasi-Kurla train is run via Rewa, Damoh and Sagar, the people of these areas will be benefited.

Sir, similarly Rewanchal Express is run between Rewa and Bhopal. This train should be extended upto Indore. This train arrives at 6 o'clock and leaves for Rewa at 9.30 p.m. If this train is extended upto Indore, the problem may be resolved. I would like to submit that the district Sidhi and half the district of Shahdol does not have rail lines. If Rewa-Allahabad link train is connected with this region, the people of my area will be benefitted and people of Rewa division will always be grateful to you.

Lastly, survey of Lalitpur-Singrauli rail line was conducted during the regime of Janta Party. I regret to state that there is no mention of Singrauli-Lalitpur rail line in the proposed budget. Provision may be made for the same. I also make a demand for providing a stoppage of all the Express trains at Dabhora and I would also like to state that setting up of GRP police station at Rewa is a sanctioned project, hence that work should also be got completed. Nitish ji is not listening to me but

Shri Ram Naik is present here and I would like to request him to get this work completed. If steps are taken in this regard, we will highly appreciate the gesture and be grateful to him.

With this, I support the rail budget and thank you for having given me the time to speak.

[English]

SHRI RAMA CHANDRA MALLICK (Jajpur) : Mr. Chairman, Sir, I must thank you for having given me an opportunity to speak on the Railway Budget. I must congratulate the Railway Officers, the Engineers, the Members of the Railway Board and the employees who are working very sincerely doing best for the welfare of the country. But I am not going to congratulate the Minister of Railways because he has neglected the State of Orissa. There are so many Scheduled Caste, Scheduled Tribe and Backward Class people in the State of Orissa. Some of them live from hand to mouth. The hon. Minister's name is Shri Ram Naik and my name is Rama Chandra Mallick. He is my friend.

22.00 hrs.

But I am not going to congratulate him because he neglected the State of Orissa. This time, he is going to introduce 12 new Express Trains, but not a single train has been given to Orissa. It is a shameful thing. ...*(Interruptions)* Please hear me. Kindly do not disturb me. He said that he is going to introduce Sambalpur Passenger Train, but the line is under construction; it is not yet completed. I do not know how many days it will take and when it will start. ...*(Interruptions)* Sir, why did he not listen? I do not want to be disturbed. The Congress Government is veiling to do its best there but the hon. Minister is doing nothing for Orissa. The Congress Government is doing its best in orissa and that is why, he is not doing anything for the State of Orissa. It is a step-motherly treatment of the Railway Minister.

I must say that the Rupsa Bangariposi, narrow gauge line is not converted yet. The Railway Minister and the Prime Minister went to Mayurbhanj and Baleswar. There is a narrow gauge line from Baleswar Rupsa to Mayurbhanj-Bangariposi. The 'Sabri' Express must start from Bhubaneswar. The MPs from Orissa are demanding for the introduction of 'Sabri Express' from Bhubaneswar to Koraput. But he is not going to do anything for the State of Orissa.

I come from Jajpur Parliamentary Constituency. Here we have the Second Steel Plant, that is, MESCO Steel Group Steel Plant, Nilanchal Ispat Nigam and Bhushan company. These Steel Plants have already started

working. But what has happened? The then Railway Minister had proposed to construct a railway line from Dhenkanal to Dubriyak and up to Paradip. But now he has done nothing for that; he is not giving money for the construction of Talcher-Sambalpur railway line to complete.

I was a Member of the Third Lok Sabha from 1962-67 and I was also a Member of the Sixth Lok Sabha. I want to say that I was demanding for the construction of Jakhapura-Bansapani line in my Parliamentary Constituency of Jajpur. That line is not completed even today. I would say that the BJP Government always talks about Temple and God only. I must say; absent Biraja Temple, in Jajpur town.

Ashtang dinam basan kasi, dinam ekam,

purushottam tadad phal labhate, Shri Birja mukh darshane.

If you remain in Kashi for eight days and in Puri if you see the face of Godes Biraja, the same result you will get. Jajpur is the ancient Capital of Orissa. During the British rule, there was a proposal to construct a new railway line from Jajpur to Viraja Temple. But during the floods in Orissa, the main line was washed away; and so, that proposal was dropped. You have constructed railway lines in Rameswaram, Dhanuskoti Brindavan and in Mathura. So, you have also to construct a railway line up to Jajpur Town. I want to say that the Jajpur Town is being developed by the Government of Orissa. For Jajpur Road, people come from Keonjhar, Dhenkanal, Kendrapada and Jajpur; and they depend on the Jajpur Road Railway station. There is no roof on platform. We have been pleading for the construction of fly overbridge for the last ten years; and I do not know when it is going to be completed.

The then Railway Minister has declared that instead of twice a week, the Rajdhani Express will run thrice a week. I am sorry to say that if I have to come by the Rajdhani Express, first I have to go from Bhadrak or Jajpur & Keonjhar Road to Cuttack. It goes via Howrah. So, the people of Orissa have to come to Calcutta for coming to the Capital, New Delhi.

So, the Government should start a Rajdhani Express train which would directly link Bhubaneswar, the Capital of Orissa, and Delhi, the Capital of India which may run via Asansol.

Sir, we made 'Dharma' and also organised a 'Rail roko' demanding a new passenger halt, in my parliamentary constituency near River Bridge Brahamani between Jakhapura-Jenapur. I also have got the letter, sanctioning the project, issued by the Director (Traffic

[Shri Rama Chandra Mallick]

commercial) of the Railway Board. The Railway Board has sanctioned the project for opening of a passenger halt near Brahamani Railway River Bridge. I would like to congratulate the officers of the Railway Board for this.

Sir, I do not know whether you are a freedom fighter or not but this area is thickly populated and about ten persons in this area are freedom fighters. They have made a request to the hon. Railway Minister for opening this passenger halt. So, I would also like to request Shri Ram Naik—I am also Ram Chandra Mallick—to clear this project. The Chairman, Railway Board has already given clearance for this project. The Government proposes to give some shramadan of about Rs. four lakh. The freedom fighters of this particular area in my parliamentary constituency have requested the hon. Railway Minister, the hon. Prime Minister about this project. The local people, the freedom fighters are unable to give shramachan or money as required. Through you, Sir, I would like to request the hon. Railway Minister and the officers of the Railway Board that shramadan may please be exempted and must not be there. The passenger halt should be opened on the Brahamani river. There is also another holy river called the Baiterani.

I would like to request the hon. Minister to visit the Jagannath Temple at Puri Dham. People from Bihar and all other parts of the country come to visit Puri. But there is no mention in the Railway Budget about the doubling of the Khurda Road and Puri. Please go and have a darshan of Lord Jagannath at Puri; please visit the Lingraj temple and Konark, and Biraja Temple in my Parliamentary Constituency, Jajpur.

SHRI RAM NAIK : We would go with you.

SHRI RAMA CHANDRA MALLICK : Sir, I welcome you to come there. I would like to invite you to come to the State of Orissa. My dear friend, the hon. Minister for Railways until and unless you do something for the welfare of the people in Orissa in general and for the Scheduled Caste and Scheduled Tribe people in particular, we are not going to support the Government. Your face is now all in smiles. Face is the index of mind. May be, you are not doing anything for the State of Orissa because the Government there is a Congress Government. But I would like to request you to kindly look into all these points.

Sir, the Jakapura-Daitari and Banasapani railway lines should be completed immediately. Haridaspur and the Paradeep port also fall under my parliamentary constituency. The Government of Orissa, has allocated some land for the doubling of the Haridaspur-Paradeep railway line. The three steel plants, namely, the Mesco steel group, the Nilachal Ispat Nigam and Bhusan steel

plants are going to be completed very soon. Keeping in view the economy of the State, the overall welfare of the State, the welfare of the Scheduled Castes and the Scheduled Tribes and the backward classes, the Government should allocate some more funds for the development of the railway lines in this region.

Sir, the Government should see that the Rajdhani Express is given a stoppage at Jajpur Road and Baleswar. Otherwise, under the present circumstances, the people of Jajpur, Bhadrak and Baleswar would have to travel to Cuttack for boarding Rajdhani Express which is about 300 kilometres. So, there should be at least one minute stoppage of the Rajdhani Express at Jajpur Road and Baleswar. So, that the people and the Members of Parliament who come from there should come by this Rajdhani Express. That has been demanded not only twice or thrice but so many times. I am sorry to mention that they have introduced many Express trains and Minister has not given any new train for Orissa. ...*(Interruptions)*

MR. CHAIRMAN : Please conclude.

SHRI RAMA CHANDRA MALLICK : Sir, I had represented Third and Sixth Lok Sabhas and I represent this Lok Sabha also. The margin of difference of votes polled in favour of me was 91,865 this time. The people of my constituency have sent me to the Lok Sabha with all their love and affection. So, I am putting the demands in this House on behalf of the poor, Scheduled Castes and Scheduled Tribes and all other people of my area.

I would like to request the hon. Minister that for the welfare of the Scheduled Castes and Scheduled Tribes and OBC please give some facilities in that area for their recruitment in the Railways.

Sir, the name of the hon. Minister of Railways is Shri Nitish Kumar and in Oriya *Niti* means *Nyaya* and *Aniti* means *Anyaya*. He has done *Anyaya* to the people of Orissa. His last name is 'Kumar' but I know that he is not a 'Raj Kumar' or Prince. I came to know that he is the son of a freedom fighter. But he is doing only *Aniti* or *Anyaya* to the people of Orissa.

Sir, now both the hon. Ministers are there. I would request them to have a darshan of Lord Jagannath, have a holy bath in the river Baitarani so that all their sins go off.

With this, Mr. Chairman I must congratulate you, the officers of the Secretariat, Railway Board and the hon. Members for having listened to me and I thank you for giving me an opportunity to speak on this, Railway Budget.

[Translation]

SHRI RAMANAND SINGH (Satna) : Mr. Chairman, Sir, I am congratulating Hon'ble Minister because before presenting the budget he has presented a Status Paper. It is very much evident that Railway Minister and Minister of State in the Ministry of Railways intend to run the Department properly after proper comprehension. The budget which he has presented was prepared after taking into account the interest of whole country. The Railway Ministry have kept in mind the opinions of people of the entire country from North to South and East to West. Due to this reason, I congratulate Railway Minister. The condition of rails due to paucity of funds and the economic condition of country have been explained in the Status Paper. The Railway Minister has placed all these things before the people.

22.13 hrs.

[SHRI K. YERRANNAIDU in the Chair]

I would like to draw the attention of Hon'ble Railway Minister towards recommendation of State Re-organisation Commission. In 1956 when the big State like Madhya Pradesh was reorganised, the State Reorganisation Commission had recommended that there is a great need for expansion of railways because Madhya Pradesh has become a very big State. When State Reorganisation Commission is recommending that the vast State like Madhya Pradesh should be connected with rail and road network, I am pained to observe that even today one region in Madhya Pradesh which is bigger than Kerala state has no rails. If Hon'ble Railway Minister happens to visit Bastar then he will find that the tribal women wear only minimum clothing and even today they remain naked above waist. This is their condition. I have undergone an extensive tour of the State and seen that the backwardness of 16th century is still prevailing in Madhya Pradesh. There is no rail line in Bastar today. Due to the regional imbalance created by various previous Governments, the demand for separate states of Vananchal, Ultranchal and Chhatisgarh is being made. During the Prime Ministership of Morarji Bhai, when Prof. Madhu Dandavate was Railway Minister, survey was conducted and it was said that in the next five year plan the work of laying railway line from Lalitpur to Singrauli will be undertaken. At present Kumari Uma Bharati is the Minister of State in the Ministry of Human Resource Development. Just ten days ago she has given statement that the Prime Minister Shri Atal Bihari Vajpayee is going to lay the foundation stone of Lalitpur-Singrauli rail line. But Hon'ble Minister Sir, I would like to tell you that as compared to 37% irrigated land throughout the country the irrigated land in Madhya Pradesh is 23%. But it is only 3% in Satna, Riva, Shahdol, Panna and Chhatarpur.

No provision has been made in the budget for this drought prone and backward area, Bhundelkhand or the Lalitpur-Singrauli project.

SHRI RAM NAIK : Rs. 1 crore has been given as token amount.

SHRI RAMANAND SINGH : It is right that you have made a provision of Rs. 1 crore in the budget but you please include this rail route in the supplementary budget. I don't have much time but I would like to give some suggestions about my constituency. Jabalpur-Gondia the meter-gauge should be converted into broad gauge. Some more boggies should be attached to Prayagraj Express and it should be extended upto Rewa. Tapti-Ganga which goes upto Surat should be extended upto Satna so that the traders of Satna can approach an important trading centre such as Ahmedabad by a direct rail line. Mehar is a religious and cultural place in Jabalpur Division which is famous by the name of MAA SHARDA. Not only this, it is the Centre of activities of great musical Ustad Allaudin Khan. The Allaudin Academy holds one cultural music function there once a year in his name. Lakhs of people through the place to attend the function there. I would request that in Mehar over-bridge should be constructed and the platform of railway station should be extended. At present there is no canteen facility. First class waiting room should be constructed to facilitate the passengers. Similarly, in Satna there is one oil depot which is situated in the middle of city. Last year it caught fire due to which there was chaos in the entire city. That oil depot should be shifted from this populated city of Satna to Jaitwada near Sagma station which is 10 km away from this city. Similarly general boggies should be increased in mail as well as in Express trains. I hope that these work will definitely be implemented so that poor passengers can get facility. In some trains there is a long waiting list and R.A.C. list. I don't know whether it has got any scientific basis or not. Kindly take measures with a view to shorten the waiting list and R.A.C. list and to give facilities to the passengers. ...*(Interruptions)*

Mr. Chairman, Sir, there is a need for extension of Satna railway and construction of third platform in Satna. The condition of Satna railway station should be improved by making proper arrangement of drinking water, book stalls and canteen on all these three platforms. Not only this there is also a long pending demand for one small underbridge at Satna Railway Station from police station side which is located there. In the Eighth Five Year Plan, construction of an overbridge and underbridge in Mehar was included but it is regret to note that the previous Government has not done anything. This work should be completed. Majhgama serves as a gateway of one religious place Chitrakut. The trains halt there but my request is that Express and Mail trains should also be

[Shri Ramanand Singh]

stopped there as Majhgama is also a block headquarter. Higher Secondary School, Tehsil and police station are situated there. The Kutub Express and other fast trains should be stopped there for one or two minutes. The passengers from Chitrakut face a lot of difficulty in travelling back to Chitrakut from Satna. Kindly make arrangements for providing a stoppage of these trains at Majhgama station.

Another important aspect which I would like to bring to your notice is that at present railway is paying more attention towards operation rather than security. My request is that security should be strengthened so that rail accidents can be prevented. During the tenure of Shri Ram Vilas Paswan more than one lakh people were killed in rail accidents. Hon'ble Minister, Sir, you are lucky because no such accidents occurred during your tenure. Only one accident involving a goods train took place wherein no loss of life was reported. In the Department of Security the persons who are driving trains, same are appointed as its incharge.

Mr. Chairman, Sir, my request is that senior officers should be entrusted with the responsibility of security and made answerable for accidents and even then if accidents take place, strict action should be taken against them. Such homicide in trains will not be tolerated. I request to pay more attention towards the security instead of maintenance of the trains to prevent the train accidents.

SHRI RAGHUVANSH PRASAD SINGH : Shri Ramanand, please state Lohiaji's views in this regard.

SHRI RAMANAND SINGH : Mr. Chairman, Sir, Dr. Lohia was of the view that 10 journeys in Illrd class should be made compulsory for all the members of Parliament and 5 journeys for the ministers.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI MADAN LAL KHURANA) : Why 5, why not 10?

SHRI RAMANAND SINGH : Let them perform 5 journeys atleast. 5 journeys are enough for Ministers. Members of Parliament, Ministers and Government officials travel by First Class and A.C. Coaches and they do not pay attention towards the problems of second class passengers. Therefore, I request that 10 journeys for members, 5 for ministers and also 10 for Railway officials in second class coaches should be made compulsory in a year. In order to bring about qualitative improvement in the Railways, officials at division level should travel by IInd class at least twice a year.

Mr. Chairman, Sir, reforms cannot take place by just converting Illrd class into IInd class. Shri Ram Naik is a

very senior member and Minister also. I hope he will bring qualitative improvement in the Railways. Railway Minister has put before the country the present condition of the railway through the status paper he has presented in the House. However, it does not mean that his responsibility has been lessened. I request him to bring the proposal during supplementary demands for grants, the House will support him. He will also get the unanimous support of the House in getting more grants from the Finance Ministry. In the end, I request that efforts should be made to bring about qualitative improvements in the railways and more attention should be paid towards facilities to be given to the passengers. I hope the Hon'ble Minister will consider the proposal of making 10 journeys in a year by IInd class compulsory for the members of Parliament and Ministers. With these words, I conclude.

[English]

DR. RAVI MALLU (Nagar Kurnool) : Sir, I have a point. We are staying here to ventilate our views to the hon. Minister of Railways. We are also happy that our Minister of State in the Ministry of Railways is here. But at least if the Cabinet Minister is also here, he can consider one or two point. We are talking to ourselves without bothering who is noting what. *...(Interruptions)* I am requesting the hon. Cabinet Minister to come and sit here because there is no other House, that is, Rajya Sabha.

MR. CHAIRMAN : Dr. Mallu, the State Minister is here. He is noting down everything whatever is said by the hon. Members. He will intimate to the Cabinet Minister. *...(Interruptions)*

DR. RAVI MALLU : The hon. Minister of Railways is replying tomorrow. The hon. Minister of Parliamentary Affairs is also here. I will be highly thankful if the Cabinet Minister comes here and hear us. Tomorrow, we want certain things to be considered by the hon. Minister of Railways. *...(Interruptions)* I know the hon. Minister of State in the Ministry of Railways is here. If the Cabinet Minister is also here, then it will be very good.

MR. CHAIRMAN : The hon. Minister of State will take care of everything.

...(Interruptions)

SHRI TATHAGATA SATPATHY (Dhenkanal) : Mr. Chairman Sir, I thank you for giving me an opportunity to speak in the House today.

We see often in the National Highway of India it is written, 'better late than never'. So, Sir it was my destiny to speak when you adorn the Chair. I thank you once again.

I welcome the Railway Budget presented by Shri Nitish Kumar because he has been burdened by the misdeeds of the past Minister of Railways.

So, he did not have much leeway in which he could have moved to give succour to the common man of India who needed a revolutionary Railway Budget. But you might remember that we, from the Biju Janata Dal, were one of the first people to stage a walk out when the Railway Minister had read his speech, primarily because we felt that Orissa had been neglected constantly in the past and again, this time also we felt that we had been very badly slighted. We wanted to make a point that the anger of the patient man is very dangerous; so beware of the anger of the patient man.

Sir, in Orissa, the Railways used to be known as BNR which stood for Bengal-Nagpur Railways. But now for the past several decades it has been understood as Bihar National Railways. I have no jealousy for our neighbouring State, Bihar or no envy. I wish all the best for the people of Bihar. But unfortunately, since consecutive Railway Ministers at the Union level have been hailing from the State of Bihar, the neighbouring States have been neglected to a great extent.

So, you would agree yourself that areas of Southern Bengal, the whole of Orissa and parts of Northern Andhra Pradesh have virtually no railways. We, somehow, seem to fall between the Calcutta Presidency and the Madras Presidency of the British era. Therefore, we had a single track running from north to south, parallel to the coast. Apart from that, there were a few lines. For example, in Orissa, the only other line was to Talcher which is the coal belt. That is because the British needed coal from that area. So, they had laid one track. But in the last 50 years since Independence, Orissa has been neglected very badly. The State of Orissa is rich with minerals like iron ore, bauxite etc., and even the rare earth, the sand from which the heavy water is produced due to which the nuclear test was successful. The Uranium enriched earth comes from Orissa. Talcher, again, is the spot where heavy water is produced. But unfortunately, what Orissa deserves, it has not received.

Sir, I would not like to speak for very long. There are many more hon. Members, much more senior to me, who have to speak. I personally have a feeling that it is time that the Railways inculcated a feeling of self-discipline because, right now, it seems the Railways are on a wild spree of indiscipline. I am glad the Minister has come back, because personally the Minister was a bit upset when we had staged a walk out.

SHRI RAM NAIK : But he has walked in.

SHRI TATHAGATA SATPATHY : We welcome that.

Sir, it is not only that the Railways have to do this self-discipline, but the Railways have to take steps to inculcate the same feeling among the passengers, the travelling public, because a lot of hon. Members, before me, have complained that there are no lights in the compartment, there are no fans in the compartments etc. So many people have complained about them. But in reality if we see, the lights are stolen by the passengers themselves. We have not only the Railways to blame.

We also have ourselves to blame for it. It is because as representatives of the people or seemingly leaders of the people, we have probably not done our home work well or we have probably not been able to tell the people how they have to treat the national property.

Sir, Orissa which has a coast line of 480 kms., the whole of Eastern region starting from Visakhapatnam to Bokaro, and out of nine steel plants in India, six are located in this very belt. But the iron ore and the coal which are the main ingredients for steel plant are found in southern Bihar and Northern Orissa. But there are no Railway lines linking them to the coastal areas from where it can be transported to the steel plants. For this I will not only blame the Railways but I would also say that many of the State Governments are to be blamed for this. Especially, the Orissa State Government is to be blamed a lot because in the last Government, the then Railway Minister, had sanctioned an East Coast Zonal Railway. But the State Government, till date, has been unable to give land for construction of officers and other ancillary buildings for the East Coast Zonal Railway.

Similarly, there is a very vital and economical route, i.e., Ungoosukhinda which could be helpful in carrying coal from Talcher belt to Paradip port so that it can go to Chennai and other places where they are purchasing coal from Orissa for generation of electricity. For that line also, the land acquisition has not been done by the State Government for which, of course, the Railway Minister has also not made any sanction or allotted any funds with which they can buy the land.

Sir, we were told that the Railways are losing freight. It is a new question which needs to be thought about. How are the Railways losing freight? If you book a compartment to transport car from here to Hyderabad you will see that it will take not less than one month, although there are so many trains going daily from Delhi to Hyderabad. Suppose the compartment in which your car is booked is meant for Hyderabad, you will find it somewhere in Nagpur and then you will find that it has reached to Pune, Thiruvananthapuram and then it will come back to Hyderabad. So, inefficiency is a major problem due to which the Railways are losing freight business. In this year's Budget the cost of freight has not been increased hoping that the business from freight will increase. But I regret to say that freight on the

[Shri Tathagata Satpathy]

Railways will not increase phenomenally unless the Railways take care of their efficiency and they take care of the goods which they carry. It is because we all know that wagon breaking is a major problem in many places of India and there is absolutely no security. The Railways have become more or less a no man's land. The State Government has some responsibility on the security of Railways and the Railway Protection Force has some portion of the security, thereby nobody really responds to a call for help by anybody either by the traders who carry their goods by the Railways or by the passengers when they are in difficulties.

Sir, keeping the time constraints in mind, I have one or two suggestions to make. One of the major casualties in the Railways is cleaning and sanitation—cleaning in the compartment and in the platforms. My suggestion is that cleaning of the compartments could be given out on contract to organisation like Sulabh or such other people who could take care of the compartments. There could be people travelling in the trains also who would clean up the compartments. Also the railway platforms could be given on lease for cleaning and maintenance, and the company which takes the Railway platforms could earn its revenue from platform tickets or advertisements, and the commercials that they have in the platforms.

As for Orissa, I would just like to mention that the Rajdhani Express which leaves from Bhubaneswar to Delhi, even goes to Calcutta.

Sir, of all the places, for no god-forsaken reason, it goes to Calcutta. I do not know as to why it goes to Calcutta. But it goes to Calcutta. It has the lay over time in Calcutta. Then, from Calcutta, in reality, it becomes the Rajdhani Express and it catches the faster route and then it comes to Delhi. But up to Howrah, we are treated as ordinary passengers. So, Sir, my request is that instead of twice a week, it should be made four times a week. It should be taken on the Asansol-Kharagpur route avoiding Bihar as much as possible and coming straight to Delhi on the shortest possible route.

Sir, the next point is that we have a route only along the East Coast, which is the South-Eastern route. You know that Eastern Railway and the South-Eastern Railway are considered as breadwinner of the Indian Railways. But they are the most neglected as far as the locomotives go and as far as laying of new lines go. They earn about 60 per cent of the revenue of the Indian Railways. But there is no balanced investment in these two Railways. So, Sir, I would like that Orissa should have some railway to the interiors. We met the Minister personally and he said that the Angul-Sambalpur line will be completed by August 15. But I have checked this.

Physically, it is impossible to complete this line and run a train by August 15 because the line is not yet ready for more than 30 kilometres. This, the hon. Minister will look into.

Another East to West line that Orissa really deserves for its development and for carrying of precious metals is the Kurda-Bolangir line. About Daitari-Baspani route, many of the Members have spoken earlier. It is the most profitable route in India. The profitability is calculated at 26 per cent per annum. That means, in four years' time, this route can pay back the investment. Also, the Exim Bank of the USA had shown interest to fund this project. But nothing has been taken up. Now, I do not know, with sanctions coming in, whether the Exim Bank would be interested or not. But when it did show interest, the Railways did not respond. So, that has to be taken into account.

Another route is the Angul-Sukinda, which is also a very economic route because it is carrying coal to the Paradip Port. It would also help in the growth of the hinterland of Paradip.

So far as electrification is concerned, it is very funny. If you see the electrification map of the Indian Railways, you will see that from Calcutta it comes down right up to Kharagpur. Then, there is a gap throughout Orissa and, again, it picks up from Vizianagaram up to Chennai. So, Sir, Orissa is the only place which is left out. I would request the hon. Minister that even now it is not too late, he can readjust funds and see to it that electrification on the Kharagpur-Vizianagaram route is completed within a specified time.

And the last point is about Bhubaneswar-Mumbai Konark Express. It is a daily train leaving Bhubaneswar around six in the evening, goes to Hyderabad-Secunderabad and, again, goes up towards North-West, that is, to Pune and Mumbai. Our request is that as this train is the only connection Orissa has with the Western India, therefore, Bhubaneswar-Mumbai Konark Express should be taken on the shortest possible route preferably on this Angul-Sambalpur route, when it is completed, through Nagpur—the same route that Gitanjali Express takes—and reach Mumbai at a shorter time. Thank you.

SHRI CHENGARA SURENDRAN (Adoor) : Respected Chairman, I would like to participate in the debate on the Railway Budget.

In this regard, I may humbly inform this august House that there was no mention about certain long-felt necessities of my State, that is, Kerala, which is in the Southern part of our country. My first opinion is that there is nothing about Kerala. All the Governments that

had come to power at the Centre periodically ignored or deliberately avoided Kerala. This Budget also is a mere copy of the previous Budget. In comparison with other States, Kerala is one of the major States in the country which helped the Railways in earning all sorts of income.

I am proud to say that we are very sincere and honest because unlike other States, we do not travel without a proper ticket or we do not enter the railway platform without a proper platform ticket. Though this is the fact yet there is no mention about any new development in this Railway Budget. Even now, some of the interior portions of Kerala especially in the Idduki district, have not yet figured in the railway map.

Every year, thousands of pilgrims visit the Sri Srusti Temple in Sabarimalai from various parts of the country especially Andhra Pradesh, Karnataka and Tamil Nadu. But I am sorry to say that there is no facility to reach this place by train. I humbly request you to kindly increase the allotment for the Sabari rail and complete the project without any further delay.

My next genuine demand is to take urgent steps for doubling the railway line from Mangalore to Shoranur and electrification of Ernakulam to Tum railway line in order to avoid delay.

My State, Kerala, has also given its contribution for completion of the Konkan Railways. Though that project is complete yet we are not in a position to utilise this facility because there is a single line between Mangalore and Cochin. Therefore, our life-long demand can be fulfilled only by doubling the Mangalore-Cochin railway line.

My State is a consumer State and everyday goods come from Tamil Nadu and Andhra Pradesh. Our problem is that the railway line between Quilon and Chengottah is metre-gauge with a single track. Hence I would request you to convert his metre-gauge line between Quilon and Chengottah to broad-gauge. I also request you to do the doubling of track in order to improve transportation and travelling facilities.

Another most important demand is to take steps for starting a coach factory in Kerala. This has been our one of the long pending demands. I also request you to introduce pentry cars in all the trains which are catering to the State of Kerala.

My State, Kerala, has always been ignored by all the Union Governments. Hence I would request you to take necessary steps to avoid injustice being shown to my State. We are also not getting sufficient and adequate facilities in respect of new trains.

I urge upon the hon. Minister to introduce computerised booking centres in all the stations of Kerala in order to avoid delay in booking the tickets.

The next point is that survey work be completed from Kayankulam to Quilon *via* Adoor. In 1997, a sum of Rs. 10 lakh was allocated for this project. But today we have no information about this line.

The platform work of Avaniswaram station in Kollam district has been stopped. I urge upon the hon. Minister to allot sufficient funds to construct platform in Kahuthiruthy in Kollam district. Thank you.

SHRI G. GANGA REDDY (Nizamabad) : Sir, I am thankful to you for giving me the time to speak. I represent the North Telangana area of Andhra Pradesh. Since Independence, nobody has taken care of Telangana region. I am happy to see Shri Ram Naik who is just from our border State. I think, he knows better about our problems.

Though there is a provision in the Ninth Five Year Plan of conversion of a metre-gauge line to a broad-gauge yet we have not developed for the last fifty years. We have been suffering even after attaining Independence and after the Nizam's rule. There is a provision of about Rs. 283 crore for development of a line between Nizamabad and Secunderabad.

But the Ministry of Railways have provided only Rs. 5 crore for the conversion of metre-gauge. How can we wait any more? We have already suffered for 50 years now. Can we wait for 50 years more for the conversion of the line? Due to this, our farmers are suffering. We are not getting even the fertilisers in time. We are not getting the remunerative prices also. It has come only to the border to Maharashtra. Now, I hope—both the Ministers are present here—they will consider it in a democratic way.

A long pending Paddapalli-Karimnagar-Nizamabad broad line was inaugurated in Telengana. I think, it is the only new line there since Independence. But I am very sorry to state that it is going on with very slow pace. Since 1992, only Rs. 16 crore have been spent on this though the estimated cost of this project was Rs. 259 crore. This year also, in spite of our repeated requests, only Rs. 7 crore have been allotted which is a very meagre amount. I am sorry to say that the officials have done even further injustice when they created one sector for Peddapalli to Karimnagar, and another sector for Karimnagar to Nizamabad. Even after elections, the Land Acquisition Office was also shifted from Karimnagar. It is very unfortunate. We are six MPs from the TDP and we wanted to boycott the House due to this but we did

[Shri G. Ganga Reddy]

not do so. It was because we thought that when on the one side we are supporting this Government, why should we boycott the House? For maintaining discipline and safeguarding the interest of the people, on the advise of our beloved leader, the hon. Chief Minister of Andhra Pradesh, Shri Chandrababu Naidu, we do not want to play any mischief with this Government and we will not do anything wrong with this Government in the near future also. But we hope that we will get justice.

Sir, our State is like Bihar. On the one side, naxalites are attacking our region and on the other side, even after Independence, the Central Government is not taking any steps for the rail facilities in our region. In other fields also, they have not taken any steps for the welfare of the people. So, I would request the hon. Minister to kindly rethink and do justice to our region.

Now, I suggest some measures. The proposed passenger fare hike is troublesome to the middle-class people and that increase should be waived in respect people travelling by second class and sleeper class. The first class coaches may be replaced by AC II tier and III tier coaches which will fetch higher revenues to the Railways with more number of passengers. Several important railway stations including Delhi are maintained badly. Particularly, metre-gauges are the worst and nobody is looking to that side. Nowadays, we meet transport facilities more and more. So, I would request the hon. Minister of Railways that improvements may be made on the goods trains so that the transportation becomes beneficial to the consumers. Particularly I would like to tell the Railway Ministry that nobody is taking interest in the overbridges on National Highways. So, there is a need to find out some solution to this problem.

With regard to some railway lines, our Chief Minister has suggested that the State Government would give the land freely, so that they can take up the earth work. Therefore, I would request the Railway Ministry not to think of only routine Budgets, but go into the difficulties of the Railways. They should think practically and do something which is helpful to the backward areas, so that the people would feel happy after fifty years of our democracy. I hope the Railway Ministry will take note of my points and do justice particularly to the Telangana region.

SHRI KHARABELA SWAIN (Balasore) : Thank you very much for giving me this opportunity to make my maiden speech. I am a new Member. I rise to support this Budget. I support this Budget because the new Railway Minister has prepared this Budget under the most difficult situation. He is in a very peculiar situation. If you

go through the speeches of everybody, you would find that everybody is dissatisfied with this Budget.

Shri Sis Ram Ola said that Rajasthan has been neglected; our friends from the Biju Janata Dal—they are not sitting here now—even went to the television and said that Orissa has been neglected; now the Members from Kerala have been saying that their State has been neglected; everybody is saying that every State has been neglected excepting Bihar. But the ex-Chief Minister of Bihar was sitting here, Shri Raghuvansh Prasad Singh is sitting here now. They are saying that Bihar has also been neglected. So, I simply do not know as to who actually has been neglected. Everybody says that his State has been neglected.

I will tell you why this peculiar situation has arisen. This has happened because of the wrong policies followed by the previous Governments. The Congress Member was telling that it was the previous Congress Governments which saw to it that Railways prepare a separate Budget. Do you know in what way they had prepared the Budget in those days? Every year they went on declaring new projects and then abandoning them. I prepared a very small calculation on two items on which the Railways spend the most—firstly on the gauge conversion, a lot of money is spent; and second on construction of new railway lines, a lot of money is spent. You will be surprised to know that on these two items if all the on-going projects are to be completed at today's rate, we will have to spend Rs. 24,403 crore. Where shall the Railway Minister bring all this money from?

I am surprised as to why nobody from the North-East talks about the peculiar situation they are in. Nobody has raised the point of Brahmaputra Bridge at Bogibill with linking line between Dibrugarh and New Bank Line. Do you know what is the cost outlay of this bridge? It is Rs. 1,000 crore. But only Rs. 2 crore have been provide for this project this year.

People can here say that it will take five hundred years to complete it. Can you argue in such a manner? I am asking the hon. Minister as to who has promised that, this line will be constructed or that that bridge will be constructed: 'Who has made the provision for Rs. 1,000 crore?' He has already promised much but wherefrom this Rs. 1,000 crore will come. That is what I want to know.

Transport is a product. The Railways are selling transport. But what have we done? The Railways have gone on to add capital without linking it to returns. Previously, the average time for completing a conversion

project was 2.5 years. The officers will tell us as to how much time it will take this much time. The hon. Minister has taken charge only three months ago. He may not be in a position to give us the figures regarding the time taken. The officers can tell you that it takes nine years to 14 years. So, what are we doing? We are blocking the capital on which we are paying interest.

The Railways have borrowed about Rs. 65,000 crore and they are paying interest at the rate of 17 per cent to 18 per cent every year. They have just abandoned the lines and put in some money here and some money there and not allowed the completion of the projects for years together. I am giving an example from my own State. The Rayagada-Koraput line was first started in 1982-83 and it has already taken fifteen years. The Talcher-Sambalpur line was sanctioned in 1984-85 and it has taken thirteen to fourteen years. This way, we have blocked capital and are also paying interest on it.

I am happy that the hon. Minister of Railways has for the first time in the history of the Indian Railways shown courage and vision. He has given a direction to the Railway Budget and shown that he has not worked under pressure. He has tried to finish the on-going lines first instead of going on to declare new projects. It does not cost anything to declare a new project. On the contrary, it is very easy to do that but **where** will the Railways get the money from? So, my request to the hon. Minister is, 'Do not try to become a hero; do not go on promising something or the other to everybody. Kindly see to it that at least the on-going projects are completed first.' Then only we can go in for any other projects. Otherwise, we will be wasting our money and also paying interest.

Do we have a transport policy in this country? We have allowed the road transport sector to compete with the Railways. In the Status Paper, it has been stated that the freight carried in 1950-51 was 89 per cent and that in 1996-97 it has come down to 60 per cent. This is because we have allowed the road transport sector to carry the bulk of the goods over a long stretch of distance. I suggest that our hon. Prime Minister should be made aware of this. We should have a National Transport Policy to decide the extent to which the Railways and the extent to which the road sector will carry the freight. This should be decided because if bulk goods is carried by the Railways, then, the cost per unit will be less. For example, diesel is being carried mostly by the road sector, by the trucks. That is why we are losing heavily on transport. If Railways carry diesel, we will have to pay much less on that.

23.00 hrs.

It is because of this wrong policy we have been giving this wrong priority to the transport sector, that is trucks and truck owners, through which the Railways are losing revenue. The hon. Minister of Railways should look into this aspect.

My next point is about depreciation. Every year the Railways are giving depreciation at the rate of seven per cent to the Government of India as if the Government of India is an International Monetary Fund or a World Bank just because it has provided money to the Railways. The Railways are paying interest to the General Budget every year. It is very peculiar. This year, I think, it has provided Rs. 1,700 crore as depreciation. Multiply it by fifty. It is because for the past fifteen years the Railways have been paying interest. I think that must have probably exceeded the capital, the money that was originally provided by the Central Government. I think there must be an end to it. The Government of India is behaving like a moneylender and it is going on squeezing the Railways.

Now, I will come to operating ratio. This year the ratio is 91.2. But during 1996-97 the operating ratio was 86.2. Why is it increasing? Please see to it that the operating ratio does not increase. Now, I would like to mention about Orissa. In this regard, I am very thankful to the hon. Minister of Railways. Under the prevailing situation he has provided the maximum that is possible to the State of Orissa. This year he has provided Rs. 226 crore for the ongoing projects, whereas last year the amount provided was Rs. 145 crore. That means he has provided Rs. 81 crore more. That is why I am saying that he has done a nice thing.

Out of the total allotted fund of Rs. 496 crore for the construction of new line, he has provided Rs. 83 crore to Orissa which works out to 16.5 per cent of the entire money provided to the whole country. In the doubling sector also, he has provided 14 per cent of the total money provided to the country. I know the Talcher-Sambalpur line has been completed. I have enquired about that. I was told by the officials of the Ministry of Railways that it can carry goods traffic from 30th June and can carry passenger traffic from the month of October. This is what I was told by the officials.

I would like to make one request. If Raigarh-Koraput line is completed, Sabari Express can also be operated. Since the Safety Commissioner has not given the clearance the train is not running now. I would request the officials to get the clearance from the Safety Commissioner so that this line can also be operated.

[Shri Kharabela Swain]

Now, I would like to tell you about the East Coast Railway. It is a very peculiar and ticklish thing. It was decided that East Coast Railway will consist of three divisions. They are the Khurda Road Division, the existing East Coast Railway boundary, the Sambalpur division and the Waltair division. Now, the staff of the Waltair division are holding an agitation demanding that their division should not be amalgamated with the East Coast Railway. They want to go to the South Central Railway. The distance between Vishakapatnam to Bhubaneswar is only 400 kilometres and the distance between Vishakapatnam to Hyderabad is only 700 kilometres. All those students from Visakhapatnam who are appearing for the Civil Services examination go to Bhubaneswar and then do not go to Hyderabad. Forty five per cent of the Waltair division route kilometer comes under Orissa and forty five per cent of route kilometre comes under Andhra Pradesh. The zones are not carved out of the regional considerations. The Telugu speaking staff cannot say that they will only stay in Andhra Pradesh. Likewise, the Oriya speaking staff cannot say that they will only stay in Orissa. It never happens in the railways.

In the Khurda Road Division, about 60 per cent of the staff are Telugus. If they say that they would only go to the South-Central Railway, what will happen to the Telugu Staff who are now staying and working in the Khurda Road Division? So, I appeal to you, Mr. Minister, not to go by the regional consideration. You can stick to whatever was committed earlier so that Waltair Division is amalgamated into the East Coast Railway and show that you are above regionalism and above everything.

Hon. Railway Minister, Sir, I have praised you so much. I belong to your group. So, please show some consideration to us. Probably, I am the first Member who has defended you on the floor of the House. The Government of Orissa is run by the Congress Government. Our Biju Janata Dal friends are annoyed. They said that Haridaspur and Paradip line is not being constructed. I am giving you the information The State Government has not yet given the approval; it has not approved the plans of the Railway lines or tracks and the bridges. That is why, the railway line is not being constructed now. Shri Rama Chandra Mallick was shouting at the top of his voice here and said that the Congress Government did all the things. Now, I see here one hon. Member who is the son of the Deputy Chief Minister of Orissa. Shri Ranjib Biswal is sitting here. Through him, I would appeal; he should appeal to the Chief Minister; it comes under his constituency. At least he should appeal to the Chief Minister to give clearance so that the railway line is constructed.

Finally, I would say that a small foot underbridge may be constructed at the Balasore Railway Station

because there is a flyover; all the people lift their cycles on their shoulders and cross the railway track on foot and many people got killed in the process. So, a small foot underbridge may be constructed there. In the morning, there may also be a DMU train from Jaleswar to Bhubaneswar. This is my small appeal. Kindly consider these things. Thank you very much for permitting me to speak.

DR. RAVI MALLU (Nagar Kumool) : Hon. Speaker, Sir, I rise to oppose the Railway Budget because it has increased the fares of all classes of travel and the freight also. But I cannot venture to go against the hon. Railway Minister because this is the first Budget which he is presenting to this august House.

The Railways are the index of national integration. Wherever the Railways go, they take along with them, the development by which the people in that area are continuously getting benefits. That way, they are developing the backward areas.

When we see the Status Paper, we find that the hon. Minister has made all the statistics available to us before the discussion could start here. We are happy for one thing. When Shri Nitish Kumar was in the Opposition, he was an inspiring personality for all of us by which certain things were taken to the backward areas; he was the champion and he used to talk to everybody on a non-political basis in the House. He has done the same thing by giving this Status Paper.

Coming to the concepts that are there in the Budget, I would say that while I disagree with the Budget, I agree with the policies or the concepts in the Budget. The first thing that he told the House was that he wanted to give transparency in the Budget. It clearly shows that he is committed to do something to the railway system. Another thing that he told was that depending on the backward areas, he took up new lines or he has given some budgetary support for those areas to develop.

Sir, while I appreciate the concepts of the Railway Minister, I would like to submit that, maybe, because of not having the budgetary provisions, he could not provide the Budgetary support for new lines to the most backward areas in the State of Andhra Pradesh. My friend, Shri Ganga Reddy while speaking on the Railway Budget in this House has mentioned that the Telangana region has been neglected after independence particularly with respect to the Railways.

Sir, as you are aware, the Telangana region is a chronic drought prone area and also is a centre for extremist activities. We have, very recently in this House, discussed about the suicidal deaths of the farmers that took place only in the Telangana region of

Andhra Pradesh. Now, in the Telengana region, particularly my Parliamentary Constituency, Nagar Kumool, has been reeling under drought conditions for the last ten years. There had been drought in this region this year, it was there last year, and even the year before last. This region is affected by extremist and naxalite activities as well. I am bringing the state of backwardness of this region to the notice of the hon. Minister because he is very particular about the fact that no backward area in the country should be neglected with regard to providing railway infrastructure.

Sir, in the process of giving importance to the backward areas, the hon. Railway Minister has provided for a new line in the Fatuha-Islampur sector, which is the most backward area in the region. This line previously was not feasible. This has been provided for this time because, maybe, due to backwardness of the area. As compared to the backwardness of this area, my Parliamentary Constituency is far more backward. I would like to submit to the hon. Railway Minister that keeping the backwardness factor in view, the proposal for the Raichur-Macheria railway line should be considered. This line was proposed in the year 1935, that is before Independence. Since then, before Independence, after Independence, the Members of Parliament have mentioned about this line and have also represented to the successive Railway Ministers. Of course, there was a Minister for Railways from the State of Andhra Pradesh also. We had represented to him as well. But now there is a Railway Minister who understands and also wants to see that the interests of the backward areas are taken care of and thus have come out with some concepts also. He finally may not sanction this line—but I am not bothered if he does not sanction this line—but I am happy that he has created a concept of identifying the needs of the backward areas.

Sir, the hon. Railway Minister has also introduced another concept for encouraging tourism. He has introduced certain trains meant for tourism purposes. But those have also gone to the Bodh Gaya and such other places. Though they are backward places and there are no other facilities available there, yet it has been introduced in those places. Here again, the State of Andhra Pradesh has not got anything. There is one such place for the Nagarjuna Sagar but that also is related to Buddha. Previously also tourist trains, which were not there in Andhra Pradesh, were introduced. The trains introduced for encouraging tourism are mostly in and around Delhi. These are going to the backward areas and backward States. But this concept should be extended to the State of Andhra Pradesh also so that the people in the backward areas could also get the benefit of such concepts.

Sir, the trains are the model for national integration. They carry different types of people with different languages and different religions. What is India? Wherever the trains go, they are the parts of India. The trains connect the various parts of our country. So, I would like to request the Government to see that our State is not neglected in this regard.

Year after year, it has been noticed that the Budgetary provisions for the States increase by at least Rs. 10 crore or Rs. 100 crore. Last year, the Budgetary provision for the State of Andhra Pradesh was more than what has been provided for this year. The provision has been less than last year in regard to conversion of new lines; electrification of lines etc. I would request the hon. Minister to include some of the things which have been mentioned here when he presents the Supplementary Budget, so that people would see that the hon. Minister is not neglecting Andhra Pradesh. All political parties including the Telugu Desam Party, which is supporting the Government, have brought this fact to the notice of the hon. Minister. So, kindly increase the budgetary provision for the State of Andhra Pradesh, at least equivalent to the last year's Budget.

The hon. Minister has taken care of the boys, who are working as casual labourers or sailors, by giving them medical facility. We whole heartedly support this gesture by the hon. Minister. They were feeling very much neglected previously, but now, the hon. Minister has taken care of them.

We have seen from the hon. Minister's Budget Speech that he has not only taken care of the welfare of the people but has given recognition to the OBC Associations at all levels, viz. Divisional, Zonal levels, etc. We really appreciate that by solving their problems, we are increasing the efficiency of the Railways.

Sir, I would like to draw the attention of the hon. Minister to the fact that the former Railway Minister had given some orders extending various facilities to SC/ST Associations on par with the General Associations. I am told that the orders have already been passed but I am given to understand that these have not been implemented so far. I would request the hon. Minister to see that these orders are being implemented and that office bearers of the SC/ST Associations are not shifted.

I would also request that in order to prevent discrimination against SC/ST officers in their promotions, the points allotted in their Confidential Reports should be reduced. Sir, I would urge upon the hon. Minister to fill up the backlog of vacancies in the Railways through a special drive. While doing so, the Department of Personnel

[Dr. Ravi Mallu]

should be directed to amend the rules, pertaining to the qualifications of SC/ST candidates.

I am given to understand that the former hon. Minister had already given instructions in this regard, but they are not being implemented. Therefore, I would request the hon. Minister to implement this and try to see that whatever can be done for the welfare of the State of Andhra Pradesh, particularly the Nagar Kurnool parliamentary constituency, is done.

SHRI NITISH KUMAR : This year's outlay for Andhra Pradesh is Rs. 199.724 crore and last year's outlay was 141.02 crore. The hon. Member is the best judge in judging what we have done for Andhra Pradesh.

DR. RAVI MALLU : Sir, I was giving the figures which I was having.

Now, let us come to the accidents in the Railways. The Railways have always surprisingly taken the House for discussion because of frequent accidents. I would like to say that the Railways should have an Accident Prevention Cell where they give training to the drivers and all those people who are involved in running the Railways. If we see the reasons for the accidents, in most of the cases these occurred due to human error. To prevent that, we should have a separate organisation, which always gives training, etc. and taking all necessary precautions to prevent accidents.

Now, I come to the cleanliness of the Railways. I would urge upon the Railway Minister to ensure cleanliness in the bogies because that is the common complaint of the passengers who travel by train.

In the superfast trains the general bogies, where ordinary people travel and where there is no reservation, are very few. They are insufficient looking at the size of the poor people of our country. So, I would request the hon. Minister to provide two-three more general bogies than what has been provided now in these trains so that the common people can also travel in these trains without any difficulty.

Sir, the hon. Minister has increased the cost of platform ticket from Rs. 2 to Rs. 3.

I would request the hon. Minister to keep the cost of platform ticket at Rs. 2. There is no point in increasing it because we are not allowing the people to go to the platform. On most of the occasions, influenced people are not purchasing the platform ticket and every day they are violating the law of the Railways. If you allow these people to violate the law of the Railways, then they will, some time, travel in the train even without ticket because

they were not caught in the platforms. So, it is better not to increase the rate of platform ticket.

I would once again request you to provide a line from Raichur to Macherla. Sir, you have already sanctioned and kept a provision of Rs. 23 crore for the railway line from Raichur to Gadwal in this Budget. Another thing that you have done is that you have called for the survey of the railway line from Macherla to Nalgonda. My area comes in between Nalgonda and Gadwal. This is actually the naxalite-infected area. Even if you want to get any information from the State Government, they will say that this is the most backward area. They are not conducting the survey for this line. They must have done the survey long back. During that time, it was found not feasible. But I am one hundred per cent sure that now people are aware of the importance of the Railways. They will give one hundred per cent positive opinion so that we can get the feasibility report for this line. I would request the hon. Railway Minister to kindly see to it that this line is announced in the Supplementary Budget. This is about the railway line between Raichur and Macherla. I had given my representation and you were kind enough in calling the Chairman and the hon. Members. ...*(Interruptions)*

SHRI RAM NAIK : Is it about Macherla-Nalgonda line? ...*(Interruptions)*

DR. RAVI MALLU : You have asked for the survey of the railway line from Macherla and Nalgonda. ...*(Interruptions)*

SHRI RAM NAIK : We have made a token provision this time.

DR. RAVI MALLU : Is it for conducting the survey?

SHRI RAM NAIK : This is for introduction of this line.

DR. RAVI MALLU : That is for the railway line from Macherla to Nalgonda. My parliamentary constituency lies in between Gadwal and Nalgonda. This line is not there either for survey or for taking up the work. You have sanctioned for the railway lines from Raichur to Gadwal and from Macherla to Nalgonda. This piece of line in between is left out. In this regard, the people are thinking that the Member is not even requesting the hon. Minister or the concerned officials. Actually I have been taking enough steps. The first thing that I had done in this regard is that I met the hon. Railway Minister, Shri Nitish Kumar. It is he who has given me a chance ...*(Interruptions)*

SHRI NITISH KUMAR : We will discuss it later on.

DR. RAVI MALLU : This is the most disturbing issue. Most of the speeches that I had made were for the sake of the people of India. But when it comes to my parliamentary constituency, I think this is one thing which will keep me. ...*(Interruptions)*

MR. CHAIRMAN : The hon. Member is requesting for the survey this year.

DR. RAVI MALLU : I was actually your colleague in the Tenth Lok Sabha and I have had the occasion of exchanging my views during that time. I will be highly grateful if this line is taken care of.

PROF. A.K. PREMAJAM (Badagara) : Mr. Chairman, Sir, I thank you for giving me this opportunity to speak.

I rise to oppose the maiden Budget that has been presented by the hon. Railway Minister, Shri Nitish Kumar. I oppose this Budget not because I belong to the Opposition but because it has no direction and vision and also it is anti-people.

Another point which I would like to bring before this House is that instead of minimising the regional imbalance it has increased the regional imbalance as has been expressed even by the Members of the Treasury benches a little while ago.

Sir, you have, in your Budget, rightly stated that the railway network of our country is an instrument of national integration. We all do agree with that statement. But as far as Kerala is concerned, the State has been completely blacked out in the railway map. I wanted to make a statement that this Budget has not imbibed the spirit of national integration. It is because the Kerala State is in the Southern most region which is bringing major chunk of revenues to the Railways has been completely removed from the Railway Budget. So, that is why, I oppose the Railway Budget and also because it lacks direction and vision.

Now, the hon. Minister for the sake of resources mobilisation has taxed the ordinary man very much. That is why I have called this Budget an anti-people Budget. Instead of taxing the people who can afford to pay the taxes even at a higher rate, he has taxed all the people including the poor and the common man because I find that even second class ordinary tickets and also the sleeper class have been hiked and it is ranging from Rs. 10/- to Rs. 540/-. If the passenger tariffs have been increased only at the highest class level, that would have been properly justified. I do not find any justification in

increasing the passenger tariff of the second class and also the sleeper class which are mainly used by the common man. And no improvement has been undertaken as far as sleeper class and second coaches are concerned.

In respect of my State, Kerala, I would request the hon. Minister to come and see the bogies himself. Shri E. Ahamed had earlier stated that during the rainy season passengers have to open their umbrellas. I am not exaggerating it. You are welcome to see it. This is the case with most of the bogies of the second class and sleeper class. There is no safety. The windows are broken. Such classes are being taxed which is unjustified.

Sir, your name is Nitish Kumar and you have not done justice. Niti means 'Justice'. I hope I am correct. You have not done justice to us. Of course, I do appreciate that the hon. Minister has called all the Kerala MPs and he has given some assurance. We also do appreciate it, but, at the same time, somehow or the other, in the Budget, we have been completely forgotten. I do not know why. Is it a political vengeance? I may be forgiven if I am wrong. I would request you to give more consideration as far as my State is concerned. I want to draw your attention to my backward Constituency, the northern part of Kerala which was formerly known as Malabar. As far as Malabar is concerned, Shoranur-Mangalore line is passing through that region. The hon. Minister, of course, has promised that as soon as the allotment is utilised, he would definitely give more funds. I do believe that he will keep up the promise as far as people of Kerala are concerned. We have shelled out Rs. 48 crore for the Konkan Railway Corporation because we wanted that the benefit of Konkan Railway Corporation should come to our State also. But when the Konkan Railway Corporation was commissioned by our hon. Prime Minister, instead of having the benefit of this Corporation, we were actually denied of all the already existing benefits because there is a greater pressure on the railway line now and people especially in the Northern part of Kerala, that is, Malabar region, have to spend half their life time just at the Railway level-crossings. These railway level-crossings are quite often closed—I am not exaggerating for hours together and because of that we have to spend a major part of our lifetime at the railway level crossings.

I am very happy to inform this august House that the L.D.F. Government in Kerala is a people-friendly Government. They promised that as far as the bridges are concerned, they are prepared to give their due share of attention as well as monetary contribution.

In the Northern part of Kerala, we have, within a span of 80 kilometres, ten level-crossings.

[Prof. A.K. Premajam]

Sir, when I say that half the time of our life is spent on these level crossings, do you think it is an exaggeration? It is a fact. As far as these level crossings are concerned, three are already taken up by the Government of Kerala and in respect of one, the land acquisition process is coming to a close, that is, the Chorode overbridge which is just at the National Highway. I would request the hon. Minister to pay special attention to it so that the Chorode overbridge is given priority as far as the construction of overbridges in the northern part of Kerala are concerned, because the land acquisition process is coming to a close and the Government of Kerala is very keen that this should be taken up at the earliest by the Ministry of Railways.

Regarding Rajdhani Express, I am very grateful to the hon. Minister that a halt is sanctioned at Calicut for the Rajdhani Express. I have taken up this matter, of course, under Rule 377. But I just want to remind the hon. Minister that the reservation quota is not there at Calicut. Since that is not available, the people of the northern part of Kerala have to shell out extra money because they have to purchase ticket either for Cochin or Trivandrum. There is no special quota for Calicut. I do hope that the hon. Minister would pay attention to this matter and grant this very small request on behalf of the people of Kerala.

Then, a survey of Tellicherry-Mysore line and Nilambur-Nanjangode line had been included previously. But they have been dropped now. These are the two lines which will actually give a very good boost to the revenue of the Railways because it is going through Karnataka, that is, Mysore, Bangalore and then connecting Tamil nadu also. The hon. Minister has stated in the Budget that tourism would be given an impetus as far as Railways are concerned. So, I do hope that the survey of these two lines would be taken up. This is definitely going to be a very profitable route because it has got a good tourist attraction. As has already been mentioned by Shri E. Ahamed, if the Mangala Express is diverted through the route of the Rajdhani Express, we can save nearly 8 to 10 hours and that also will be of great help to the State of Kerala.

Sir, I would request that a separate railway zone should be created exclusively for the State of Kerala because the railway zone existing now is an heirloom of the British Government and with the present situation in Kerala we want a separate railway zone for the entire State of Kerala. It would be very profitable and feasible as far as the Railways are concerned. Then, a coach factory would be another attractive proposition and that also would add revenue to the Railways. It will never be a loss to the Railways.

I would like to make a small request regarding the retired railway staff. The retired railway staff are finding it difficult to get their railway pass after retirement because this pass has to be issued from the division where they had retired. But instead, if the arrangement is made to issue this railway pass to the retired railway staff at the nearest railway stations where the staff are staying after retirement, then it would avoid a lot of inconvenience and extra expenditure for the Railways as well as the retired staff.

Sir, I want to make another small request to the hon. Minister regarding the issue of passes to the spouses of Members of Parliament. If at least in the States of the Members of Parliament, the spouses are given the passes to travel within the States whenever the Members are going, that would be ideal. This is just placed before the House for consideration.

Thank you very much.

SHRI NITISH KUMAR : Shri Khurana is thinking seriously about this matter.

[Translation]

SHRIMATI JAYABEN BHARATKUMAR THAKKAR (Vadodara) : Mr. Chairman, Sir, I congratulate the Railway Minister and thank you for giving me time to speak.

SHRI NITISH KUMAR : Thank you.

SHRIMATI JAYABEN BHARATKUMAR THAKKAR : Hon'ble Minister has presented a policy oriented and systematized Budget. Last few year's Budgets were not policy oriented and systematized. Many big promises and commitments were made in those Budgets but the result was nil. I would like to thank him for the ideal Budget he has presented this time.

Another thing for which I would like to thank the Hon'ble Minister is that the funds for Gujarat State have been increased from 19.1 crore to 80.01 crore. Special treatment has been given to this state in the Budget. Sir, without taking much time of the House, I would like to place some demands related to my constituency. There is a place called Bajva near Baroda where 5 Public sector units namely, Gujarat State Fertilizer, Gujarat Refinery, Gujarat Alkalis and Petro Chemical Fertilizers are situated. This place has been the centre of business. My demand is that to facilitate the freight transport a stoppage to an express train should be provided there. At present there is a stop which is at a distance of 11 kms. Therefore, a stoppage should be provided in this very area. My another demand is also related to the same area. There is heavy traffic in this area. There is a Railway level crossing

which remain closed most of the time, for as much as 10 to 30 minutes. People say about this crossing that one is fortunate if he finds the gate open. I demand that an under bridge should be constructed there for the convenience of the people living there.

Now, I would like to draw your attention towards another problem. Employees and officers from Bihar, and Uttar Pradesh work in my constituency. Especially from Uttar Pradesh, several thousands people come there to work. An Express train from Ahmedabad to Patna via Vadodra should be introduced. I hope that the Hon'ble Minister will pay attention towards it.

With these words, I conclude my speech.

*SHRIMATI SANDHYA BAURI (Vishnupur) : Hon'ble Mr. Chairman Sir, I shall speak in Bengali. The Railway Budget for 1998-99 has been presented and I am sorry to say that as in the past, this year also the long standing demands of my State West Bengal have been totally ignored. The idea of connecting the whole of India through railway link has also failed. Sir, it is a matter of regret that West Bengal has been neglected since long and as far as railway is concerned be it gauge conversion, frequency or introduction of new line, we remain a deprived lot even after 50 years of independence. The allocation too for the ongoing projects is not enough for their speedy implementation. Although the allocation in Lakshmikant Namkhana project which started 10 years has been doubled yet this project cannot be completed this year. The meagre allocation for Tanluk Digha Howrah Amta project will not help to complete the project.

Sir, through you I draw the attention of our Railway Minister to a very important issue regarding my district Bankura. We have a train BDR which passes through rural areas and thus cater to the needs of the rural population of that area. The service of this train was cancelled and it was reintroduced again by the UF Government. The plan envisaged was to provide some Railway Bus. Accordingly one was provided, but services could not be started as line has not been repaired. Till now there is no increase in the number of Railway Buses. The fate of this plan is not known and the people of Bankura are waiting for its implementation. According to the present budget, the metre gauge line of Bankura will be converted to broad gauge. But the allocation is only Rs. 1000/-. I would like to know the actual picture about the project. I request the Hon'ble Railway Minister to explain what is the plan as regards the Railway Buses and also how the conversion will be completed with such inadequate allocation.

Moreover, Sir, Bankura has no direct rail connection with Howrah. The people of Bankura and various

organisations have been demanding since long for a first passenger train from Bankura to Howrah. Now the people have to take Purulia Howrah Express at 7.30 in the morning. This train reaches Howrah in the noon at 12.30 or 1 O'clock and then again it leaves Howrah at 4.30 in the afternoon. People go to Calcutta for various works. But since they cannot complete their work by that time, they return by night service buses. While travelling in the night they become victims of robbery, accidents and sometimes they are killed by the robbers. Keeping this in view, I request the Railway Minister to introduce a rail service from Bankura to Howrah and the timing should be such that the people can start from Bankura in the morning and after completing their work they can come back in the late evening. This has been the long standing demand of the people of Bankura and through you Sir, I appeal to the Railway Minister to fulfil this demand.

Another long standing demand has been to start railway line from Bankura to Tata via Khatra Jhilimili. This is a tribal belt and the adivasis here have not seen train in their area so far. They have to come to Bankura to take train. The tribal people and various organisations have been agitating since long for railway line. With this train service from Bankura to Tata via Khatra Jhilimili will reduce the distance from Bankura to Tata. The people from adivasi belt will also be benefitted. Sir, this area is a backward and poverty stricken area. Adequate attention has always been lacking for the development of this area. Although the Britishers started the railway but the people of this area have never got the benefit of railway connections. Recently some developmental projects have been taken up here. But railway line is very urgent for proper communication. People are agitated for this neglect so my request is that the long standing and just demand of railway connection for the poor and needy tribal people of the area must be implemented.

I would like to mention about various schemes for Calcutta. A survey from Tollygunj to Garia has been completed and a study for its extension from Dumdum to Barrackpore is in progress. A survey for extending the circular railway from Princepghat to Majerlat is in progress. Electrification from Dumdum to Tata junction and Ranaghat Gede and Ranaghat Bongaon sections has been taken up. Electrification of Bavasat Hasnabad section has also been included in the Budget. But the allocation for these schemes is so meagre that we do not know how and when these schemes will be completed. The speedy implementation of these schemes is very urgent for the people of Calcutta and West Bengal. I request the Railway Minister to pay attention to these schemes and enhance the location for their early implementation.

Sir, as regards maintenance of railway compartment is concerned I must point out that proper electrification of

*Translation of the speech originally delivered in Bengali.

[Smt. Sandhya Bauri]

the compartment, clean toilet for proper sanitation and safety and security of the commuters specially lady and old passengers and children must be taken into consideration. It is difficult for old and ill persons to travel in compartment without electricity. Moreover, the security and safety of the lady passengers must be looked into.

Sir, construction of two railway over bridges at Kathjuridanga and Kethardanga in Bankura is very urgent. Kathjuridanga is a market place and buses also ply on this road. So the area is heavily crowded. Whenever the level crossing is closed due to passing of trains there is heavy traffic causing inconvenience to the people. Sometimes people trying to cross the railway line meet with an accident. The same is the case in Kethardanga. So construction of two railway bridges is very essential to remove bottleneck of traffic. I request to consider this demand sympathetically and fund to construct these bridges must be sanctioned.

Our Chief Minister Shri Jyoti Basu sanctioned some fund from the State Budget to help some projects of the State. If some fund is allocated from the Railway Budget also, the ongoing projects of our State can be completed. I urge upon the Railway Minister to consider this submission so as to expedite the completion of the ongoing projects which have been pending since long.

Thank you for giving me an opportunity and I conclude by opposing the Railway Budget.

[English]

SHRIMATI MINATI SEN (Jalpaiguri) : Hon. Chairman, Sir, thank you for giving me an opportunity to participate on the Railway Budget. Since long, the Indian Railways have neglected North Bengal as a part of West Bengal in its development plans.

I would like to raise some specific proposals for development of North Bengal.

Conversion of metre-gauge to broad-gauge line from Katihar to New Bongaigaon is needed.

Conversion of a metre-gauge to broad-gauge from Barsoi to Radhikapur up to Bangladesh border is required.

As you know, this proposal has already been made by our hon. Member Shri Basu Deb Acharia.

Secondly, a new railway line should be constructed from New Maynaguri to Jogighopa via Changrubandha, Mathabangha, New Coachbehar, Toofanganj, Golakganj and Balashipara. Survey work has already been completed. It will be an alternative route to the present

railway line which is connecting North-Eastern region. As you know, disturbances from Bodo people are there and as a result, passengers are not feeling secured. Therefore, there is a need to construct an alternative line.

Recently, a new train, the North Bengal Express has been introduced, but I am sorry to say that not a single quota of AC three-tier or a second-class three-tier has been allotted to Jalpaiguri railway station in spite of the fact that Jalpaiguri town is the administrative headquarters of North Bengal division. No stoppage has been allowed at the Jalpaiguri Road Station. So, I would request the hon. Railway Minister to allot at least a quota of 50 berths of second class, three-tier, a quota of five berths of AC-three-tier, and also a stoppage at Jalpaiguri Road station.

Fourthly, I specifically urge upon the hon. Railway Minister regarding the bad condition of Tistatorsha. Scarcity of light and insufficient supply of water cause a lot of difficulties and problems to the passengers. Fifthly, a stoppage of Kanchanjanga Express at Aluabari road station should be introduced. I would request the hon. Railway Minister to remove the bottleneck of rail gates in Siliguri town and construct a fly over there. Lastly, the Government should utilise the surplus railway line in Municipal Corporation areas for development and commercial purposes in Siliguri and Jalpaiguri in North-Bengal.

Last but not least, I oppose this Railway Budget because it fails to fulfil the hopes of the Indian people.

[Translation]

SHRIMATI SHEELA GAUTAM (Aligarh) : Mr. Chairman, Sir, first of all, I would like to make a complaint. Some of us had sat upto 9 o'clock on Friday and then you had assured us that those still present in the House would be given first chance to speak on Monday. That first chance had been given after six o'clock.

Firstly, I would like to congratulate the Hon'ble Minister for having presented a very balanced budget. It is quite significant. Our friends from the Opposition benches have opposed it also, however, in spite of that the budget presented has been widely appreciated by the people. Several new trains have been introduced and at several places, metre gauge lines have been converted into broad gauge lines. I will not go into details. Though I have written down a number of points, but due to paucity of time, will have to speak briefly. With the proposed concession in the fares, the old persons will now have the facility of travelling by all the classes. Such initiatives have been taken for the very first time by the Hon'ble Minister for which he deserves to be congratulated.

Hon'ble Prime Minister has inaugurated and dedicated the Konkan Railway to the people in the Golden jubilee year of independence, which is a commendable work.

I belong to Aligarh, which is located between Delhi and Calcutta. There are a number of trains here. It is an industrial city as well. The traders have to come to Delhi to travel to Calcutta by air. That is why I have made a written request many a times that if Rajdhani is provided a stoppage there for two minutes, the traders will find it easier to travel. With the increase in the fares, there is not going to be much difference in the fare charged for travelling by air or by A.C. first class rail coach.

I have one more suggestion which nobody has put forth so far. It is a very important suggestion. Hence Shri Naik should kindly listen to it attentively. My suggestion is that earlier some persons carrying buckets used to provide drinking water in Second class coaches. Now this system has been abolished. Instead bottled water is being provided now which costs Rs.12 for 750 ml. Rich persons can easily buy them but the common man is unable to purchase a bottle of water worth Rs. 12. If the facility of providing drinking water through buckets in the second class coaches is made at each station and upon the arrival of train, men carrying buckets provide drinking water for twenty five or fifty paisa, this will be convenient for the passengers in addition to some people getting gainfully employed. As on today, whereas a litre of milk costs Rs. 7, a 750 ml water bottle costs Rs. 12. We are very much pained when we compare the two. An hon. Member has just stated that an M.P. should undertake at least ten journeys by second class compartment. I have travelled many a times by E.M.U. I am very much aware of the problem of drinking water. Hence it is my request and it would be appreciable if drinking water is provided therein. You will be pleased to know that three E.M.U. trains are running from Aligarh to Delhi and those employed in Delhi travel by these trains in the morning and reach on time. Have you ever thought of the problems these passengers might be facing but then there is a problem of accommodation and educational facilities in Delhi. All this is easier to manage in Aligarh and consequently the population of Delhi also will not grow at the same pace as it would have grown otherwise. About E.M.U. trains, I would like to say that if E.M.U. trains keep on running regularly from small stations such as Meerut or Hathras, many people will be benefited. They will not have to look for residential accommodation or worry about admission of their wards in Delhi. There are only two tracks at present for travelling from Aligarh to Calcutta and these tracks are used by two hundred trains daily, due to which there is so much of load on those tracks. Hence I make a demand for a separate track for EMU. It is a very reasonable demand, hence it should be fulfilled. Computerised reservation facility is

available at Aligarh, however booking for return journey is not undertaken there due, to which people face inconvenience. They have to come to Delhi to reserve seats for return journey. Facility of booking seats is very much available but reservation facility for return journey is not available at present. It would be appreciable if both these facilities could be provided. If one wants to confirm reservation for return journey from Madras, he will not get the booking facility. Hence this facility should also be provided. The preceding Railway Minister had introduced a train from Delhi to Mumbai via Aligarh which runs once a week. If its frequency is increased to thrice a week, passengers will be benefited. Similarly a demand for one more train for Madras has been lying pending for quite some time now and it would be appreciable if it is looked into.

Mr. Chairman, Sir, beddings are available in the trains but there are not maintained properly. Sheets are kept in the space between the two bathrooms and pillows are kept quite close to bathrooms. The shape of pillows is not good. Though they appear to be quite good with the covers on, but when the covers are removed, one does not feel like using the bedding at all. A separate cabin should be provided for storing these beddings which will be hygienic and much better also. Aligarh is an industrial centre. Nittshiji, now I am coming to your point. Narora atomic power station and gas bottling plant are located there and Aligarh is also famous for its locks. I would request you to kindly provide two minute stoppage for Shatabdi and Rajdhani trains. It will be very kind of you. Though you have already refused a number of times, you may kindly give your assent for the convenience of the people. The issue of reservation has been raised here. There is one problem though that reservation can be made in the trains running from these stations, however the short distance passengers face inconvenience while travelling. They can not enter reserved coaches, hence such an arrangement should be made during the day time from 8 a.m. to 8 p.m. so that four persons can occupy the seats otherwise meant to be occupied by two persons. If four persons could be accommodated, the day time passengers will be benefited.

00.00 hrs.

Mr. Chairman, Sir, Hon'ble Minister is speaking of increasing the number of reserved coaches but some facility should be given for those travelling without reservation also. Their convenience should also be kept in mind. I would like to make one more request that there is not even a single P.C.O. at Aligarh railway station. The passengers have to wait for trains for two to three hours. Since the platform is also very long, hence I request that if permission is granted for installing at least

[Shrimati Sheela Gautam]

two P.C.D.s at Aligarh platform, people will be benefited with this facility.

Mr. Chairman, Sir, as the time at my disposal is short and you have rung the bell many times, hence I am leaving out many points. In the end, while supporting Hon'ble Minister, I would like to make a request for providing two minutes stoppage for Rajdhani and Shatabdi at Aligarh station.

[English]

SHRI PRAKASH VISHWANATH PARANJPE (Thane):
Mr. Chairman, Sir, I am standing in support of the Railway Budget presented by the hon. Minister of Railways.

I want to congratulate both the hon. Minister of Railways and the hon. Minister of State in the Ministry of Railways for two reasons. The first is that as per their commitment, they have established the Mumbai Suburban Railway Corporation. Secondly, after fifty years, they have given the exact position on where our Railways stand, i.e., they do not run.

Mine is the largest constituency of our nation, consisting of approximately 28,78,000 voters. Our population is around one crore and 70 per cent of the people travel by railways. There are a number of problems that we are raising for years together but I am sorry to say that the Administration has totally neglected them.

A simple demand which has been there for the last twenty years—and not just two years—is to have a station at Gurvali on the Kasara line. A number of villagers produce vegetables and flowers in the nearby villages. They bring their products to the markets in the suburban areas. As they do not have any station there, the villagers, with a load of 20 to 25 kilograms have to walk about five kilometres.

00.04 hrs.

[SHRI P.M. SAYEED *in the Chair*]

A plan was prepared and an estimate was also prepared. The cost was estimated at Rs. 67 lakh and one fine morning the Railway Administration felt that it was not feasible technically. Earlier, an hon. Member from Punjab also mentioned about this. Whenever we give a suggestion that would help the commuters, the Railway authorities sitting in their air-conditioned cabins simply write one line: 'It is not technically feasible.' We have not been able to understand it. It is my humble request to the hon. Minister that in his reply he should announce that the Gurvali station will be in

place immediately. It is a long pending demand for the last twenty years.

I have made a suggestion two years back, according to which the State Government of Maharashtra has readily agreed to give twenty five acres of land between Thane-Mulund to have an additional terminus. Out of those twenty five acres, even if you build a commercial building on fifteen acres of land, six lakhs FSI will be available where the Railways can earn crores of rupees. For the last two years, the Railways have not made any effort to reply as to what had happened to that proposal. Fifteen days or thirty days back the GM informed me that it is not technically feasible. I told him to give that in writing as to what are the technical difficulties which prevents him from having an additional terminus. But time and again the Railway authorities are writing to me that additional station is not possible. They do not even take the pains to read what the Members of Parliament are demanding. Whenever we write any letter, they respond by saying, 'technically not feasible'.

In metropolitan cities time is money. To travel from Thane to Mulund it takes only three minutes. But the commuters have to stand in queue for half an hour for purchasing the ticket. I have given a detailed design of a ticket vending machine. It does not cost more than Rs. 1 lakh. For the last fifteen days, even after a request from the State Minister, no reply has come to us. I have gone a step forward and put forth a suggestion that I will spend the money from the MPs Fund provided to me. I asked them to give only an NOC to install those machines in my constituency, so that I can purchase ten machines for my constituency. I am not asking the Railways to spend the money. I am only asking them to extend their cooperation and give an NOC for the printing roll. But they have done nothing so far. I am sorry to say that even if you want to do something it is very difficult because these people who are sitting in the A/C rooms are not concerned about providing the facilities to the people who are travelling by train. There are so many other demands which we have been making for the last so many years. For example, at certain places we want to have FOBs. For that I am ready to spend from my MPs fund and the State Government is also ready to spend some money. We have asked them to prepare a design and inform us the cost of the FOBs. But they are not doing that. You may be surprised to know that I have given my first cheque in July, 1996 to have one FOB at Parsik tunnel at Mumbra, but till today it has not been completed. These are the things where the Railway officials are not doing justice to us. Where are we to go? We are planning so many things in the Railway Budget. But what about the implementation? There is no accountability for the officers. They are drawing handsome

salaries, they are getting concessions and they are getting all the facilities. Are they really answerable to the persons who are travelling by the train? I would like to mention that Wangni, Wasin and Badlapur stations need FOBs.

My constituency is the biggest industrial area which is contributing 22 per cent of the total excise. Thane-Balapur passenger train must start as soon as possible. But there is no time-bound programme with the Railway authorities for that. They simply say that it would be done and then they will give thousands of reasons for not complying with the job. But no show-cause-notice is issued to the higher officials for not completing the job in time. We say: "We have got the mandate". But if you want to do justice to the commuters, then there must be some provision to issue show-cause-notice to the highest Railway official by the hon. Minister for not completing the job. Whenever they increase the height of the railway track, it is commonsense that they should increase the height of the platform also. Otherwise, it is very difficult for the school boys, women and the old people to get down. Repeatedly, I have requested the GM to send the officers concerned so that I can show them where to increase the height of the platform. They say: "No, Mr. Paranjpe, have confidence in us. We will do that".

But for the last three months, despite repeated requests, they have not informed us as to whether they have completed the job or whether they have at least started the job, etc.

MR. CHAIRMAN : You have to conclude now.

SHRI PRAKASH VISHWANATH PARANJPE : I will take only two more minutes. Mine is the largest constituency.

MR. CHAIRMAN : I know that. That is why you are getting this much time. Otherwise, you would not get.

SHRI PRAKASH VISHWANATH PARANJPE : If you are not allowing us to speak here, where will we go for justice?

We are asking the Railways to provide shades on the platforms. Majority of the ladies' compartments of the trains are coming in the front or at the back where there are no shades. We are asking them to provide shades which they are not providing. There are a lot of complaints from the people.

They have increased the rate of platform ticket to Rs. 3. My request is that it should continue to be sold at Rs. 2 only. First, we will have a coin for Rs. 3 and at that time, we will decide whether we should go in for that increase or not!

I would also suggest that during peak hours we should have double decker trains. When from Thane to Pune we can have a double decker trains, why not we have double decker trains at least from Kajrat and Kesara to VT during peak hours which is definitely possible?

Secondly, I have this request which I gave in writing also. Many hon. Members have said here about spouses. Now that the Government has allowed us to officially have a PS, I would say that he cannot travel independently because the Rules of the Railways are that only when an MP is travelling, he is allowed to have his companion who can travel freely. My request is that from one's constituency to New Delhi, an MP's PS who has been declared as such officially, should be provided with a pass.

Lastly, I have this suggestion which will not be digested by my colleagues here in this august House. We are all supporting an increase in price of different aspects like freight, fare, etc. It is my suggestion that the Railways should stop everything that is given free of cost even to MPs. The Railways are giving free passes. My suggestion is that when one travels, at least 10 per cent of the cost should be charged even from the MPs, because charity begins at home'. ...*(Interruptions)*

SHRI DIGVIJAY SINGH (Banka) : The Parliamentary Affairs Ministry is paying to the Railways. The Railways are not giving anything free of cost. ...*(Interruptions)*

MR. CHAIRMAN : He is giving his suggestions.

...*(Interruptions)*

SHRI PRAKASH VISHWANATH PARANJPE : It is my suggestion. The Railways are issuing passes to many people. ...*(Interruptions)*

MR. CHAIRMAN : He is giving his suggestions. It is not necessary that it will be accepted.

...*(Interruptions)*

SHRI PRAKASH VISHWANATH PARANJPE : Even if 10 per cent of the cost goes from our pocket, what is the problem? ...*(Interruptions)* When we are taking money from the common man's pocket, we can also pay. Why do we not spend from our pockets? ...*(Interruptions)*

SHRI DIGVIJAY SINGH : Why is it only 10 per cent? Hundred per cent is given by the Parliamentary Affairs Ministry to the Railways. Where is the question of free travel comes here? ...*(Interruptions)*

MR. CHAIRMAN : He is suggesting. Let him have the freedom to express his views here. It is for the Government to accept them or not.

...(Interruptions)

SHRI PRAKASH VISHWANATH PARANJPE : Anything which is given free should be stopped because the Minister has not stated in his paper as to how to bridge the gap between the revenue and the expenditure. So, we have to find out ways to increase the revenue, to reduce the loans, and also interest on loans.

I have many more suggestion to make.

MR. CHAIRMAN : You can give all your suggestions to him in writing.

SHRI PRAKASH VISHWANATH PARANJPE : In a democratic set up, I believe that small is beautiful and hence, I conclude with sincere thanks to you for allowing me to express my views in this august House.

MR. CHAIRMAN : Shri Anil Basu. Please be short and sweet.

SHRI ANIL BASU (Arambagh) : I have not yet started.

MR. CHAIRMAN : I am only giving a caution.

I only suggest to the hon. Members to come to the points or problems regarding their constituencies.

SHRI ANIL BASU : Sir, I must thank you for calling me just after midnight.

[Translation]

Mr, Chairman, Sir, on 28th May when Hon'ble Shri Nitishji and Shri Ram Naik presented the Status Paper in the House I thought that some new method was being evolved leading to some new direction. But when Railway Budget was presented, I found that this budget had no direction. Therefore, I rise to oppose this Budget. It seems that this Railway Budget is like an aimless pedestrian who is roaming here and there aimlessly. It also seems that Nitishji and Ram Naikji had imposed this Railway Budget on the common man who was already wonder-struck with bomb-blasts. In the Budget, they had paid attention towards Bihar and Mumbai but no attention has been paid towards Bengal. Nitishji had said that we had also made provision for Bengal but the allocation

...(Interruptions)

SHRI NITISH KUMAR : You please ask Basu Deb Acharia.

SHRI ANIL BASU : In the Railway Budget, the amount of share allocated for Bengal is very less, this is the Question. My Senior Colleague Shri Basu Deb Achariaji had mentioned this in his speech. I would also like to say a little bit about policy matters of railways.

It is correct that more budgetary support should be given to resource mobilisation planning because it is an important infrastructure sector but it is getting less budgetary support. The market borrowing which you have taken and continue to take does not help much and the entire amount is spent in repayment. Its burden will increase in future and it will also influence resource mobilisation. During this discussion, I would like to give 2-3 suggestions.

All the cases come to the courts for hearing, however, for the Quick disposal of the same there are Lok Adalats. Similarly there should be one Redressal system like Lok Adalat for railways also and this should be set up at divisional level where public and their representative can also go so that the smaller issues can be sorted out at their level by mutual conversation. We should evolve a method like this. It is also a fact that this issue has been raised by some hon'ble members that sometimes it is essential for senior officers of the railways to travel by IInd class. It is regretful to note that the condition of the railways has deteriorated and there is no one to see the conditions in which it is working.

English]

Sir, even at the level of the General Manager, there are no resources. There is no united fund so that very small problems could be solved by the General Manager. That is the present position. Even the General Manager cannot spend a single paise. There is no united fund available to them. Some years back, there was a provision whereby an amount of Rs. 3-5 crore was made available to the General Managers for providing amenities to the passengers at the Railway stations. The proposals were brought from the Members of Parliament regarding the various amenities to be provided to the passengers and regarding the facilities to be provided at the stations and those were sent to the General Managers. Those were considered. That amount of money was made available to the General Managers some three to four years back. But that system has been done away with. Some funds should be made available to the General Managers by way of united funds which could be spent on very small construction work or for solving small problems or for arranging passenger amenities in accordance with the suggestions of the Members of Parliament for the local representatives.

Now, I come to my constituency.

MR. CHAIRMAN: Going very late

SHRI ANIL BASU: It is a matter of regret that I am one of those Members whose constituency does not have a single kilometre of railway line even after 50 years of Independence. Sir, yours is an Island and mine is the mainland. In the heart of West Bengal, in between the steel city and the Calcutta Port, my constituency Arambagh is situated. It is a very densely populated area and is a growing centre of trade and business. Lots of

passengers traffic and trade traffic are available there. I had been raising this question for the last 3-4 Lok Sabhas, but unfortunately, I think, the railway line to Arambagh is a very distant proposition.

In 1996, while answering to the U.S.Q. No. 3134, the hon. Railway Minister replied that "Efforts are being made to complete the Survey during the current year itself." Now, that effort has not been completed in the Budget Speech of the hon. Minister. In the year, 1996, the then Railway Minister, Shri Ram Vilas Paswan announced on the floor of this House that "extension from Tarakeshwar to Arambagh and in deference to their wishes, I have ordered a self-survey." But what is the status of that survey?

I wrote to the hon. Prime Minister and to the hon. Railway Minister. The Prime Minister, Shri Atal Bihari Vajpayee replied to me on April 16 that "I have received your letter dated 31st March regarding construction of a new railway line from Tarakeshwar to Arambagh. I am referring it to the Ministry of Railways."

Both, Shri Nitish Kumar and Shri Ram Naik are very distinguished Members of this House. Except their association with the BJP, I consider them as very honourable, distinguished and learned Members of this House. Shri Nitish Kumar wrote to me that "I am in receipt of your letter dated 29th March, 1998 regarding inclusion of Tarakeshwar-Arambagh new railway line project in the Works Programme of 1998-99. I am having the matter looked into." That is the end. I do not know, what the hon. Minister has looked into because the Railway Budget has been presented to this House and there is no mention about Tarakeshwar-Arambagh railway line.

I was assured today, in the Central Hall by the hon. Minister that he might consider this proposal. If that is true then I think, more than five million people of my constituency and other surrounding areas would be happy because in spite of Swarna Jayanti.

[Translation]

In my constituency there is no railway-line upto 1 km.

[English]

Sir, my constituency Arambagh has given birth to so many illustrious sons of our country, viz. Raja Ram Mohan Roy, Pt. Vidyasagar, Gurudev Ram Krishna Dev and so on and so forth. It has also played a very important role in the Freedom Movement of the country. But unfortunately, that area has been denied any scope of railway link and the entire population is suffering for want of railways. I would, therefore, request the hon. Minister to consider as to how to construct this Tarakeshwar-Arambagh railway line at the earliest. At least, this should be included in this year's Programme of Railways.

Sir, there are two-three suggestions regarding some other aspects. Regarding the safety aspect, much has been talked about the safety aspect of the Railways. The other day, while the hon. Minister was replying to a Question, he said, "the number of accidents has reduced." But he has not mentioned about the other side of the coin that the number of deaths in the Railways has increased considerably. What is the cause of all this?

Sir, the allocation for maintenance is being reduced considerably, while their infrastructure is developing and their railway network is developing. They are developing the telecommunication and a signalling systems but the allocation for maintenance has been reducing from year to year.

That is one of the causes of the accident. Maintenance is not done properly. The manpower in the maintenance sector has also been reduced considerably. What I find is that there is no communication system from cabin to cabin, from driver to cabin or from guard and driver. In my area, I find that in the Trisula railway station, which is the divisional headquarters of Hubli district, there is an old telephone instrument, that is, the revolving instrument, which was introduced during the British days and it is continuing till date.

MR. CHAIRMAN : Please conclude now. You have taken more than ten minutes.

SHRI ANIL BASU : It requires only a Small investment. You can install the talking machine from cabin to cabin or from cabin to station. Such device is there. You can install this with a small investment.

Even in the prestigious train-Rajdhani Express, I find that there is no proper communication system between the Train Superintendent, guard and the driver. We still have the old telephone instrument, which you cannot communicate anything. Why were you not installing the talking-machine for the purpose of communication between the guards, drivers and TAs? Sir, you can do this very easily with a small investment. When you are increasing the fare of the Rajdhani Express by about 20 per cent, why are you not introducing such type of device in the Rajdhani Express so that the TAs, guards and the drivers can communicate very easily?

The other point is about dacoity in the trains. When Shri Nitish Kumar was in the Opposition, he used to shout too much about dacoity in the trains of Bihar. One of the very important reasons is that there is no one to look after the safety of the passengers. RPF is there to protect the property of the Railways but protection of the passengers is not looked into. I propose that some personnel from the RPF can be drawn to join the Railway Passenger Protection Group, which can be given the responsibility of protection of the passengers.

[Shri Anil Basu]

Sir, there was a proposal from my State. My State is ready to contribute a sum of Rs. 25 crore for the expansion of the railway network in my State. Contributing another 15 per cent has also been agreed to for the expansion of the metro network in Calcutta. I think, the Railway Minister has not said anything about that. During the reply, he should say whether he is going to accept it or not, if not why? He should also say whether he has received any such proposal from other States; whether he going to agree to that if the West Bengal Government has agreed to give this contribution and with matching contribution, whether he is going to expand the railway network in West Bengal. He has to make that point clear.

The last point is about the appointment of mafias in the Railways. Shri Nitish Kumar and Shri Ram Naik are keen to take action on the appointment of mafias in the Railways. There is total manipulation, fraud and corruption. I do not know how they are going to correct this. When appointing Group D employees in the Railways, they can associate the hon. Members in the Interview Committee or the Selection Committee so that corruption does not take place, and there is proper selection.

MR. CHAIRMAN : Shri Basu, please say your last sentence.

SHRI ANIL BASU : They are not deprived of their job. I heard that some people have given Rs. 25,000 for a Group-D job. That type of thing is going on. ...*(Interruptions)* Therefore, I urge upon the Government to look into this problem also. ...*(Interruptions)*

Sir, three R.O.Bs are very important. ...*(Interruptions)*

MR. CHAIRMAN: How much time can I give?

...*(Interruptions)*

SHRI ANIL BASU: Three ROB's are very important. One is at Lilua. It was sanctioned, but work has not yet started. Another is at Kamarkundu and the third one is at Mogra. I would like to point out that the traffic density is very high there. If they can be given to private parties, they can construct ROB's and collect the cess. That type of proposal can be there. These ROB's are very important. They should be taken into consideration.

As the time constraint is there, I thank you, Sir, for allowing me to participate in the discussion.

SHRI MULLAPALLY RAMACHANDRAN (Cannanore): Mr. Chairman Sir, I thank you for having given me this opportunity to participate in the discussion on the Railway Budget for 1998-99. Since there is a severe constraint

on time, I do not want to take much of the valuable time of this august House. I will be very brief.

Sir, if we look at the overall development of Indian Railways, one is constrained to say that certain regions of our country are totally neglected by successive Governments. Some of our former Railway Ministers were too narrow and partisan in their approach. Removal of regional imbalances and overall backwardness did not find a place in their budgets. Many of the former Railway Ministers could not look beyond their constituencies and regions. This has resulted in certain States like Kerala lagging behind in respect of the railway development.

Sir, the people of Kerala are deeply disappointed and agitated over the raw deal meted out to the State in the current year's Budget also. Be it the introduction of new passenger trains, doubling of lines, increased frequency and extension of existing trains, opening of Railway installations or improvement of passenger amenities etc., the State of Kerala has again been totally ignored by the Central Government.

We are happy that the Konkan Railway line has been formally commissioned by the hon. Prime Minister on this May day. However, although Kerala has contributed much to this project along with Maharashtra, Karnataka and Goa, the people of Kerala could not derive the full benefit out of this Konkan Railway line.

The former Minister of Railways, while presenting his Budget, has said that saturation point has reached between Mangalore-Shoranour and new train could not be accommodated on this line due to heavy traffic. And with the commissioning of the Konkan Railway several new trains have been diverted on this route and it is impossible to accommodate new trains. Therefore, it is my humble request that the hon. Minister should pay his attention to the Mangalore-Shoranour railway line. ...*(Interruptions)* Doubling of the 305 k.m. line from Shoranour to Mangalore has already commenced. But the work on this project is moving at snail's pace.

Sir, the former Railway Ministers had promised that this work of doubling between Mangalore and Shoranour would be completed before 2000 A.D. In this Budget, a paltry sum of Rs. 40 crore has been allocated for this work. If things move at this rate, it will take another 15 years to complete this project. Therefore, it is my humble submission to the hon. Minister that adequate funds may be allocated for the completion of this project. This project must be completed within a stipulated time-frame and it must be completed before 2000 A.D.

Sir, the hon. Minister is fully aware of the problems faced by the people of the backward areas, since he is

also coming from one of the most backward States in our country. Regional imbalances and backwardness always lead to frustration and unrest in our country. Malabar is one area which has been neglected by the successive Governments. There is a great amount of anguish as well as resentment deep-rooted in the minds of the people of this region.

Sir, immediately after the introduction of the first train in India by the British in 1853, the work on the rail track from Chennai to Mangalore was started. The Britishers have introduced the first Mail service in India on this route. Ever since this line was laid, there has never been any development whatsoever in this sector from Mangalore to Shoranur.

Sir, the on-going survey for the Tellicherry-Mysore line is exceptionally significant from the point to view of overall development of Malabar. Almost a century ago, the South Indian Railway Company initiated the first survey on this route by the Britishers. But unfortunately, with the outbreak of the First World War, the Britishers abandoned the proposal midway. Thereafter, four surveys were conducted by the Britishers. All these surveys go to show that this route is going to be economically viable and strategically important and also it is going to be one of the most rewarding lines in the whole of South India.

The erstwhile Mysore State and the Madras Presidency had strongly recommended this project. The former Railway Ministers, late Shri Lai Bahadur Shastri and Babu Jagjivan Ram had visited Tellicherry and had addressed mammoth rallies over there. At that particular point of time, they had assured the people of Malabar area that if any new rail track is taken up by the Central Government for construction, this railway line would receive utmost importance. Thereafter, Shri C.M. Poonacha had taken over as the Railway Minister. He had also categorically stated that this railway line would receive topmost priority. But nothing has been done so far.

Sir, hundreds of trucks, lorries and buses ply on the roads from Tellicherry to Karnataka daily. There are a lot of places along this route which are important from the point of view of tourism and there is a great potential for tourism in this part of Karnataka and Kerala.

Sir, Coorg, Wynad, Cannanore and Mysore are rich in cash crops and our country is earning a huge amount of foreign exchange by way of export of these cash crops. Since Kerala is a consumer State, all the essential commodities have to come to Kerala along this route from other States. Therefore, it is my humble request that this railway line must be given paramount importance by the Government.

As of now, persons travelling from Tellicherry to Mysore by train will have to take a roundabout route via Jolarpet and have to cover about 600 kms. extra. If this railway line is laid, the route kilometres can be reduced to 200 kms. I earnestly appeal to the hon. Minister that if any new railway line is given to the State of Kerala, this particular line should receive his urgent attention. That is my humble request.

Sir, a railway line from Mysore to Wynad could easily be materialised if the line from Tellicherry via Coorg to Mysore is laid.

Sir, there are eight level-crossings within a distance of 80 kms. from Cannanore to Calicut on the National Highway-17. These level-crossings create bottlenecks for road traffic. With the commissioning of the Konkan Railway the frequency of trains have increased and every now and then all these Railway crossings are closed and hundreds of vehicles on both the sides of level crossings are stranded and the rail passengers are put to untold difficulties. It is my humble submission to the hon. Minister that he must allocate adequate funds for the State of Kerala to construct rail overbridges. The Government of Kerala has already come forward with a proposal that they would be contributing half of the share for the construction of this Railway line. So, immediate attention must be paid to the construction of level-crossings in Kerala.

Sir, Kerala is the only State in the South which does not have any Railway installations, whereas Tamil Nadu has five, Karnataka and Andhra Pradesh has two each. Kerala does not have a Railway installation at all. When Shrimati Indira Gandhi was alive, she had promised the people of Kerala that she is going to set up a coach factory in the State of Kerala. Unfortunately due to some extraneous reasons that coach factory was shifted and established at Kapurthala. I do not grudge about that. But keeping in view the fact that a large number of educated youngsters are there in Kerala, it is my humble request to the hon. Minister that a coach factory or for that matter other factory concerning the railways may be set up in the State of Kerala.

Sir, Kerala has produced a galaxy of outstanding athletes and sports talents like P.T. Usha, M.D. Valsamma and a host of others. Many Olympians who made a mark in football and hockey hail from Cannanore in Kerala. Cannanore is otherwise known as the Mecca of Indian football. On behalf of sports-loving people of Kerala, it is my humble request to the hon. Minister that it is in the fitness of thing that a new sports complex is set up in Cannanore.

[Shri Mullapally Ramachandran]

For the overall development of Kerala, it is highly essential to have a separate zone and I draw the kind attention of the hon. Minister to this important aspect.

Sir as you know, Chennai to Mumbai is a very busy route. There is no superfast train from Chennai to Mangalore. I therefore request the hon. Minister to start a superfast train on the lines of Shatabdi Express. One summer holiday special is running from Chennai to Goa and this train must be a made permanent one.

Sir, there is also an urgent need for starting another fast train from Cochin to Cannanore in the morning hours. After the departure of Cannanore Express there is absolutely no train from Ernakulam to Cannanore for hours together. It is my request that this proposal should receive the urgent attention of the hon. Minister.

We are happy that a new train from Mumbai to Mangalore has been started after the commissioning of the Konkan Railway. I would request the hon. Minister to extend this train upto Shoranur so that the people of Malabar can benefit. Now, the Netravati Express which is running from Ernakulam to Mumbai is a very busy train. It is practically impossible to get reservation on this train.

From Mangalore to Shoranur, there are a good number of Railway stations which are mostly constructed by the South Indian Railway company. All these stations are in bad shape and I would request that these Railway stations may be renovated and modernised immediately and in this regard Cannanore and Calicut stations must be given top priority.

Although the passenger and freight movements on the Mangalore to Shoranur line are brisk not even a single kilometre of Railway line is electrified on this route. With the commissioning of the Konkan Railway the frequency of both passenger and goods trains will increase on this sector. I appeal to the hon. Minister to pay his kind attention for electrifying this sector without any delay.

Before I conclude, I once again bring to the kind notice of the hon. Minister that the Malabar area in Kerala is on the verge of an explosion. The people over there are totally disappointed and frustrated due to the callous attitude of the successive Governments towards their burning problems. It is high time that some urgent steps are taken by the Government to mitigate their genuine problems.

[Translation]

SHRI SUBHASH MAHARIA (Sikar) : Mr. Chairman, Sir, while supporting the rail budget, first of all, I would like to thank the Railway Minister Shri Nitish Kumar and

Minister of State in the Railway Ministry Shri Ram Naik for putting less burden on the poor and middle class people. He deserves commendation for this. I would like to say that the amount allocated to Rajasthan is small keeping in view its area and population. I would like to draw the attention of the hon'ble Minister especially towards the Shekhavati Anchal which is one-fourth of Rajasthan and my parliamentary constituency Sikar also comes under this area. This area has not even been touched in this year's budget. Efforts should also be made to expand the railway network in this area which is an important and large part of Rajasthan. Immigrants from this area reside all over the country. It has religious importance also. Around 50 lakh pilgrims visit here to see Salaserthan, Shyamji ke Than, Jeevan Mata etc. Sikar is the biggest city of Shekhavati. There is a railway level crossing in the city which is known as Navalgarh Fatak. It is right in the heart of Sikar and it remains closed almost for 10 hours everyday. I would strongly urge that a Railway overbridge be constructed on this railway level crossing. Not only from Sikar but people from Jhunjhunu-Churu, Delhi and other parts of the country visit this place as tourists and also for pilgrimage. Therefore, it is necessary to construct an over-bridge there. I would like to draw the attention of the Hon'ble Minister to connect the railway track between Jaipur and Sikar and Sikar to Loharu to broad gauge to facilitate the Rajasthani immigrants who go to Mumbai from Jaipur and from Calcutta to Surat. I would like to inform you that more than 50 per cent of the passengers travelling in Gangaur Express which originates from Jaipur come from Shekhavati Anchal. If the Hon'ble Minister introduce a new train from Sikar to Calcutta and from Sikar to Mumbai, the people of this region as well as the people living in Arabian countries who are in a large number in our area will be benefitted. Many people of Sikar Parliamentary constituency are serving in defence forces. It may be C.R.P.F. or B.S.F. or any other defence force, the highest number of people from Sikar and Jhunjhunu are serving in these forces and are always ready to serve the country. Therefore, it is necessary that there should be a broadgauge railway track. I would like to request you for the same to be done. I would also like to draw the attention of the Hon'ble Minister towards this fact that a train "Sainik Express" which used to run between Sikar and Delhi and terminate at Sarai Rohilla Station has now started terminating at Rewari. This train may be scheduled again between Sikar and Delhi. Another thing towards which I would like to draw the attention of the House is that Shekhavati Express which runs between Delhi and Sikar is the only train on this route which comes to Delhi. 10 coaches are approved for this train but only 8 coaches are being used. I request that all the 10 coaches be attached and 4 more coaches should be attached to this train.

Mr. Chairman, Sir, three assembly segments—Dahod, Khandla and Dada Ramgarh of my Parliamentary Constituency Sikar in Rajasthan are not connected with any of railway lines. I would like to request the hon'ble Minister to link these three places with a metregauge railway track on the occasion of golden jubilee of our independence.

Mr. Chairman, Sir, the work on Rungus Railway by-pass bridge has been completed in my Sikar Constituency. Only one or two technical works are to be completed. I request that this work should also be completed so that the bridge could be made functional. The Railway Minister deserves commendations for the construction of this bridge. My own area Neem Ka Thana is about 135 km. away from Delhi. There is no railway facility available between Neem Ka Thana and Delhi. I would like to request that a survey should be conducted there and efforts should be made to provide railway link between Neem Ka Thana and Delhi.

Mr. Chairman, Sir, Shekhavati Anchal is not lacking in any field whether it is religious point of view, tourism, migrants and in defence forces but it is lagging behind in the field of Railway Development. The people of this area will never tolerate the neglect of this area in railway sector. Therefore, I would request and I hope that something would be given to this region in the field of railways on the occasion of this Golden Jubilee year of our Independence. Thank you very much for giving me an opportunity to speak.

SHRI RAGHUVANSH PRASAD SINGH (Vaishali) : Mr. Chairman, Sir, railways is a very important department of our country. Every member is interested in it and wants to speak on it. I have not been absent from the House even for a minute. Last time also when the House continued for the whole night, I was the only member present here from the treasury benches. Therefore, I will keep sitting here. My submission is that keeping in view the interest of the hon'ble members, why this debate could not be continued for three-four days. It is improper to conclude it by sitting over night. I would like that this system of concluding debate in one night must end. As this subject is very important, it should be discussed during the day and should continue for three-four days so that the whole country could watch the discussion. It should be brought to the notice of hon'ble Speaker and Minister for Parliamentary Affairs. Discussion on rail budget should continue at the most till 9 O'clock at night and it should again continue next day so that the whole country could watch it.

Mr. Chairman, Sir, I am noticing that out of curiosity hon'ble members approach the Chair time and again to

enquire about their turn to speak. This system should also be done away with.

Mr. Chairman, Sir, thirdly, I would like to say that there is misunderstanding in the House that this Budget is meant only for Bihar. However, no one has given any proof to prove it. I think people have got an impression that Bihar has got everything. It is right that the Railway Minister belongs to Bihar but inspite of this, Bihar has got nothing in this rail Budget. I would like to inform the House that before independence during the British regime there used to run two trains Fatuha-Islampur and Sehraza Ara in Bihar but both these train are not running these days. Most of the Railway Ministers of India have been from Bihar but despite that railway facilities in Bihar are decreasing. I am unable to understand on what basis people say that the whole railway budget has gone to Bihar. I would like to say that Bihar has always been neglected even during the tenure of Railway Ministers from this State.

I would like to tell that 1/10th of the population of the country reside in Bihar. Though there may be more problems in Bihar, yet we will not take more than 1/10th of the total budget allocation for railway in the country. Bihar may be the poorest state of country but there is no regionalism in Bihar. Many Railway Ministers starting from late Babu Jagjiwan Ram to Nitish Kumar hail from Bihar and their only effort has been that no part of the country remains neglected. Due to this reason Bihar is becoming backward State in every matter. Just now I have given an example that earlier railway-line was there but now it has been removed. The point which I want to make is that during British period and even after that a railway-line was there in Bihar but now that railway-line has been removed. People are talking of laying railway-line at some other place. Discussions were held many times regarding construction of a bridge in Patna. Laluji was saying that when Shri Madhu Dandavateji was there a survey was conducted but foundation stone was not laid. Now he says that it was bogus and not real one.

SHRI NITISH KUMAR : I did not say that you are saying that again and again. I never said that.

SHRI RAGHUVANSH PRASAD SINGH : Mr. Chairman, Sir, we respect you and accept your verdict. Lakhs of people were present in that meeting. The Hon'ble Prime Minister laid the foundation stone. What does it mean? When the construction of the bridge started what would it be known as? When survey, model test was not conducted at all and all the formalities were not completed then how foundation stone was laid? Will section 420 be not applied in this case? ... (Interruptions) No, laying of foundation stone is clearly mentioned there.

SHRI NITISH KUMAR : You were Minister in that Government.

SHRI RAGHUVANSH PRASAD SINGH : I was minister but I do not know anything about that. The Hon'ble Prime Minister laid the foundation stone. In that meeting lakhs of people were present. Now they are saying that its inquiry, survey and model test has to be done and, therefore, it will take another two years. Whether we accept this as truth or their previous version. Only the Panch, third person, inquiry committee or Mr. Chairman can decide this. We will accept whatever you will decide. If that thing is wrong then it will be a fraud played with public. Now we do not know as to what decision should be taken but the people of Bihar had known that the Hon'ble Prime Minister had laid the foundation stone there. Now, if there is any delay, people will simply say that now because Shri Nitish Kumarji has become Railway Minister that is why delay is taking place. Now the matter has become complicated and there is no way out except constructing the bridge. Therefore I would say that the work should be speeded up so that the bridge can be completed.

He had said that we are running trains on Budha circuit. The definition of circuit should be round. How he is saying semi-circuit as circuit. They have started train from Sarnath but stuck up at Bodhgaya and Rajgir. But the Budha Circuit will not be completed unless train runs from Rajgir to Vaishali and Sugoli. The then Railway Minister, Shri Ram Vilas Paswan laid the foundation stone on 17th February, 1997 on the anniversary of Karpuri Thakurji. He laid the foundation stone for laying railway-line to connect Hajpur, Lalganj, Vaishali, Saraiya, Devria, Sahabganj, Arriya and Sugoli. He said that generally the work of survey is completed in 9 months but since I am paying special attention it will be completed in 6 months. Now 16 months have passed but even now it survey has not been done. I do not know when the survey will be conducted and when the work will start. Some targets are written in the papers of 1998 but we find some discrepancy in that. Such a demand was made in 1904 and the great personalities who have been there as Vaishali has been the centre of activities of Lord Budha, birth place of Lord Mahavira and it has a rich history as it had a democratic set up 3000 years ago and democracy came into being first of all in this land. Due to all these reasons, it was said that railway line should be laid there but that work is not done. I want to say that the work of laying railway-line should be done. If expansion is possible at Patna Junction, it should be done. We are very much aware of the pressure on this track.

01.00 hrs.

There is no Pantry car in the train which runs between Patna and Kurla. There is no arrangement for food in train which goes from Patna to Chennai and as a result people have to face difficulty. Due to late arrival of train at Balarsa station, the passengers are forced to take stale food. Why there is no pantry car in that train. Why don't you introduce A/C-III or A/C ordinary sleeper coaches in long distance trains. In that there is not even a single A/C Sleeper. In the long distance trains A/C sleeper should be provided. The Vaishali train comes to our Muzaffarpur area. In that poor passengers sit huddled together. As there is shortage of compartment, therefore compartments should be increased according to the sale of tickets. 10-20 people daily come to me and ask to sign the reservation slip. They do not get reservation as there is a long waiting list of 104-105 people. I am at loss to understand as to why rates of platform tickets have been increased. I want to know what is the justification of increasing this rate to Rs. 3/-. What do you spend on it. No expenditure is being incurred on electricity. Similarly, the increase in fares is neither scientific nor economical and practical. We have inquired that ...*(Interruptions)*

SHRI NITISH KUMAR : He is a student of Mathematics and also a Professor but it seems that he forgot mathematics in bad company.

SHRI RAGHUVANSH PRASAD SINGH : I know mathematics that is why I am pointing out that the rates of platform tickets have been increased. In AC-II, the fare is five times more. 76 people can travel by an A/C sleeper but the fares for this class is 2.5 times higher. 43 passengers can be accommodated there. One has to travel alone in 1st class. He was saying that at that time he was a member. I was also a member, we both were going, he said that this provision of going alone is not correct, it should be changed. Now why he is not changing the rule? One has to travel alone in 1st class and two person can travel in AC-II, what does this mean? Whether there is any scientific logic that if a member travels in first class then he should go alone and if he travels in AC-II, then two person can travel and if wife is also accompanying then a member can travel only once. On the top of it they say that it is not their subject ...*(Interruptions)* we want to know the logic why you want us to travel alone in AC-I. Suppose if any person accompanies with us, then where will he go. ...*(Interruptions)*

SHRI RAM NAIK : You believe in socialist ideology but you are talking so much about A/C.

SHRI RAGHUVANSH PRASAD SINGH : I believe in socialist ideology that is why I am saying this that fares for upper class should be increased but the fares for common people should remain the same. Shri Rama Nand Singh is the follower of Lohia ideology. In his speech he was mentioning that MPs should undertake atleast five journeys in IInd class. I would like to say that if he travels in second class only once even, he will come to know how people are travelling. ...*(Interruptions)* We have been locked up in ordinary jail and division jail also and we know the condition. Similarly, I travel with ordinary people. I travel in 1st class and IInd class also. I have got experience of all classes. But I support him one thing that railway budget should definitely be increased and through this House. I request the Hon'ble Prime Minister, Planning Commission or the Finance Ministry or whosoever take over this Department that keeping in view the importance of the railway and for fulfilling the needs of the common people more provision should be made in the railway budget, though we have to reduce the budget for other things. But the backward and neglected regions of India should get their rights according to law because people of every State have said that they are neglected. There should be scientific committee to identify the requirement of rail-lines, compartments, A.C. first class coaches and II, III tier sleepers and to determine the need of various amenities in trains. If all such arrangements are made, the trains will prove more useful and serve the country and our people in a better manner. I would like to give this suggestion only.

We used to give suggestion unitedly. But since I got the opportunity, I had given my suggestion. Further, I will say that the work of all on-going projects or laying of foundation stone for expansion of railway line, conversion of line into broad-gauge from Sitamarhi to Muzaffarpur and doubling of railway line from Darbhanga to Narkatiya Ganj, should be taken up on priority basis.

In the end I would like to say something about recruitment, one of the Chairman was sent to jail. CBI had conducted an enquiry at one place only Why enquiry is not being conducted at other places also. There were open counters and the Station Master, Assistant Station Master, T.T. and clerk all were recruited on the payment of bribe of Rs. 1.50 lakhs. They will not get those cases enquired as they may get caught. Therefore, I would like to suggest that enquiry should be conducted in these recruitments which have taken place through bribe. A person was jailed on the charge of changing answer sheet and I am concerned that that person might not get convicted. Please get an enquiry done in this regard. Investigation should be done about all these fake recruitments made through bribe and the House should be informed in this regard. All these sins have been

committed long time back and I am apprehensive that the present Minister might be held responsible for all these things. So immediate investigation should be done in this regard and this should be corrected otherwise he may get caught under FE.R.A.

Having said that more provision should be made for railway budget and the constituencies of the Hon'ble Members who have raised issues should not be ignored, I conclude my speech.

SHRI NARESH PUGLIA (Chandrapur) : Hon'ble Chairman, Sir, discussion on Railway Budget is going on for the last three days and many Hon'ble Members have taken interest in this because Railway is linked with ordinary people. ...*(Interruptions)*

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : My request was that if a member was not available from the side of our party then the other members who were present, should have been called. ...*(Interruptions)*

MR. CHAIRMAN : Now, everyone is present here.

SHRI PRABHU DAYAL KATHERIA : It is all right. If the member at serial No. 30 is not available then members at other serial numbers are available.

MR. CHAIRMAN : If is done in this manner only. Now, you please sit down.

SHRI NARESH PUGLIA : Why are you talking on party lines at 1.00 a.m.

SHRI PRABHU DAYAL KATHERIA : No, it is not so, you please speak. Our party member is not present.

SHRI NARESH PUGLIA : If you have any objection about my turn then I will sit down.

MR. CHAIRMAN : We have to sit here. Katheriaji, now we have to sit here so I would request the hon. Member to conclude in 5-10 minutes.

SHRI NARESH PUGLIA : Mr. Chairman, Sir, our two ministers, hon. Railway Minister Shri Nitish Kumarji and hon. Minister of State in the Ministry of Railways Shri Ram Naikji, have much experience of Lok Sabha as well on Legislative Assemblies. We had expectations from both the hon. Ministers that they would rise above politics and make some provisions for that area in the interest of the people specially in the interest of the backward areas of the country which are full of resources like vegetation and minerals, but the budget has disappointed us. Just now, a member from Bihar tried to defend Shri Nitish Kumar. But being a member of Parliament I would like to

[Shri Naresh Puglia]

say that there is politics in this. More provision has been made for some parts of Bihar. Even in that also importance has been given to some selected members or areas whereas other areas have been ignored. Shri Ram Naik is from Maharashtra and it was expected that he will work for the development of the State but he has worked only for Mumbai, Thane and Konkan and other parts remained neglected.

SHRI RAM NAIK : Baramati is also included.

SHRI NARESH PUGLIA : A very small provision has been made for Baramati. Maharashtra is a big State. The provisions made for it are not as per our expectations. Except Mumbai, Thane and Konkan, much provision has not been made in this Rail Budget for Maharashtra. I would like to state that Railways is a very important Ministry and has a very large Budget. It is a commercial organisation. Its administrative expenditure is more than the amount provided in annual Budget for its development. In the absence of a stable Government in the country for the last three-four years, railway officers are not paying required attention towards it. Therefore, it has become a matter of concern for us.

Many hon'ble Members are waiting in the Lobby even at 1 a.m. for their turn to speak. They will ponder over this budget seriously. Therefore, hon'ble Minister should also note down the suggestions given here. I am not levelling any charge against him but I have noticed that he is not noting the points.

SHRI RAGHUVANSH PRASAD SINGH : He has a pen in his hand. He writes the points.

MR. CHAIRMAN : Puglia ji, address the Chair please.

SHRI NARESH PUGLIA : Mr. Chairman, Sir, I would like to state that be it the case of new railway line, new coaches or infrastructure, the required provision has not been made in this budget. We have gradually developed an infrastructure for the railways during the last 50 years. However, railways are still working on the same pattern we are not trying for the further development of this infrastructure. The work on the railway track renovation which was done speedily for four-five years has slowed down during the last two years. The reason is that the production in the sleeper manufacturing factories has been reduced to half. This shows that railway sleepers are not needed and that's why you have ordered to cut the production by 50 per cent. It is not in the interest of railway and the country. Full attention should be paid towards renovation. There are many railway lines in the country which are economically viable. Investment can be made in those tracks to reduce the distance. Chanderpur to Gondia and Gondia to Jabalpur railway

line in my State has been converted into broadgauge, the work regarding laying of railway track from North to South has been completed and will be put into use from 1st July. It will save the distance of 100 km. It is a national saving. One national highway No. 16 from Jagdalpur to Mankeria has been approved. It will cut short the distance by 250 km between Madhya Pradesh, Bengal and Orissa and connect North India with South India. This road passes through Garhchiroli in district Sironcha which is a naxalite affected area in my Constituency. Due to the non-existence of railway track, no development is taking place there. 5-7 areas in three states—Andhra Pradesh, Madhya Pradesh and Maharashtra are naxalite-affected areas. If North and South are connected, a distance of 250 kms. can be saved and development can take place in naxalite affected areas. I hope that hon'ble Minister would pay attention towards it. A train Mangla Express reaches Delhi via Ballarsha-Nagpur. This train is going to be diverted to Bangalore via new Mumbai and Konkan. But by doing this you are encroaching upon the rights of the passengers of these four States. This train comes to Delhi via some parts of Andhra Pradesh, Maharashtra, Madhya Pradesh and Uttar Pradesh. My suggestion is that the State Minister for Railways should introduce a train for Konkan which comes under his constituency. Why are you diverting Mangla Express. You have announced, that Mumbai-Nagpur Dilkash Express will run once a week but we have been demanding for many years to extend this train from Chandanpur district to Ballarsha-Nagpur-Mumbai. There are many trains between Mumbai and Nagpur. Earlier Vidharbha Express was introduced which was extended upto Gondia instead of Nagpur. It has benefited the people of Bhandara district. Dilkas train may be extended upto Kurla-Nagpur instead of Ballarsha which would be beneficial for Chandanpur-Garhchiroli, Adilabad district of Andhra Pradesh, Wardha and Yavatmal districts. This train should not run once a week but thrice a week. I would also like to submit that there are coal, cement and other factories in Chandanpur, Ballarsha districts which give revenue to the tune of 150 to 200 crores rupees to the railways. Therefore, there is a need to develop this railway station. If adequate steps are not taken in due course for the improvement and development in the railway infrastructure, a time will come when sitting in this very House we will think over the privatisation of railways as has been done in the case of Airlines and Coal mines. Therefore, I would like to state that the hon'ble Railway minister and railway officials should pay attention to develop the railway infrastructure.

I hope that hon'ble Minister will ponder over the two-three suggestions which I have given I am also hopeful that the demand to set up a corporation for the Metro rail in West Bengal will be met as the same has been

set up in Mumbai also and the same arrangements will be made in other big cities of the country also.

With these words, I conclude my speech.

[English]

SQN. LDR. KAMAL CHAUDHARY (Hoshiarpur) : Hon. Chairman, Sir, I must thank you for giving me an opportunity to give my views on the Railway Budget.

I must commend the hon. Railway Minister that in spite of butchering of the Railways by the past few Ministers, he has given a fairly balanced and a good Budget.

Sir, while I would like to commend the hon. Minister for Railways for sparing the poor and the lower middle class people by marginally increasing the fares of the ordinary second class, first class sleeper class and second sleeper class in the mail and express trains and in the monthly seasonal tickets, the steep hike in the fares of the Rajdhani and Shatabdi Express trains by 20 per cent, I feel, is too high. The people from the affluent classes can afford to travel short distances by car and long distances by air. They are travelling by these train because of the facilities given in the Rajdhani and Shatabdi trains. They are, in a way, reducing the pressure on the already congested roads and helping in reducing pollution. I feel, the hike in the fares of the Rajdhani and Shatabdi trains should be reduced by 5-10 per cent.

Sir, I would also like to commend the hon. Railway Minister for providing enhanced facilities to the senior citizens by announcing a concession of 20-30 per cent in all classes in all trains and also for giving full concession to the unemployed youths while travelling for attending interviews. The extension of the tatkal booking service in all superfast trains is a welcome step. I would also like to suggest here that the hon. Railway Minister might like to extend this facility in all the mail and express trains as well. He might like to announce this tomorrow itself. It is because in this process, while the Railways would be giving this facility to the persons who want to get a ticket in an emergency, it would also help the Railways in getting some extra money. This would also help in preventing the tickets being sold in black. This extra money could be used for running these booking offices and would also give a boost to the tatkal booking service.

01.22 hrs.

[SHRI BASUDEB ACHARIA *in the Chair*]

Sir, I would also like to commend the hon. Railway Minister for achieving 95 per cent computerisation of

railway reservation. I had been pushing for this facility for the railway station at Hoshiarpur. I am thankful to the hon. Minister for having started this facility at Hoshiarpur. However, presently, there is only one such booth. I would like to request the hon. Minister to start two more computerised reservation booths at Hoshiarpur.

Sir, a new train is being introduced with high speed and with special features of comfort, which will start from Amritsar city, where the Golden Temple is located, and would be connected to Delhi and would be known as the Swarna Shatabdi Express. This train would have many modern facilities and the train would be running at a speed of about 130 kilometres per hour. While I would like to commend the hon. Railway Minister for this, at the same time I would also like to bring to his notice that it is very sad that a small distance of 42 kilometres between Hoshiarpur and Jalandhar is being covered by a train JH-11, in two and a half hours. This train is running at a speed of 20 kilometres per hour and it is being pulled by an engine of HDS-4 model.

SHRI ANIL BASU: Why is it so?

SQN. LDR. KAMAL CHAUDHARY : It is because the capacity of the track is only 70 pounds and it needs to be upgraded to 90 pounds. I had checked up this fact a few months ago when some cyclists had gone from Hoshiarpur to Jalandhar. They had taken only two hours to cover this distance on a cycle. Even at a slow walking pace a person takes about 12 minutes to cover a kilometer and a cyclist takes about three minutes to cover a kilometer. He had taken two hours to reach while this train takes two hours and thirty minutes to reach Jalandhar. It is slower than the cycle. The average speed of the train is 16 kms. per hour. Similarly, the JH-4 takes two hours and ten minutes.

I would not like to elaborate why this is being done. This was the conspiracy of one of our Railway Ministers who had played mischief by trying to stop this train connecting Hoshiarpur through coach via Jalandhar to Delhi by 4034 and 4033 Jammu-Jalandhar-Delhi Mail.

The hon. Minister has mentioned that freight traffic has been untouched and he has called it good for the economy. While the hon. Minister has tried to commend the Railways by saying that "the rail mode is certainly cheaper for medium and long distance movement of passengers and freight traffic. Indian Railways should, therefore, occupy pride of place in the national transport infrastructure." However, in the same breath, he has said that "the Railways marketshare of passenger traffic has come down from 89 per cent of the from 1950-51 to 40

[Sqn. Ldr. Kamal Chaudhary]

per cent in 1998 and the Railways market share in holding the freight has come down from 80 per cent to 20 per cent."

On page 5 of his speech, the hon. Minister has mentioned that "I am glad to report that in the Financial Year 1997-98, that has just ended, the Railways have moved about 429.30 million tonnes of originating revenue earning traffic against the target of 430 million tonnes." While the total Railways' share has come down from 80 to 20 per cent, he is still commending the railways having exceeded the target by 20 million tonnes for the last three-four years consecutively. I feel that the hon. Minister can afford to increase the freight slightly to give better facilities to reduce infrastructural bottlenecks and poor customer service.

I would not like to waste much time of the House. I would just give a few points for the improvement of the traffic between Hoshiarpur and Jalandhar. Hoshiarpur is a district headquarters. While it is attending to the passengers from Hoshiarpur, it is also attending to the passengers who go via Hoshiarpur. Hoshiarpur is also a gateway to Himachal Pradesh. Hoshiarpur lies in the Centre of the borders of Himachal Pradesh and Punjab.

Shri Satpal Jain had mentioned that Anandpur Saheb be connected to Patna Saheb and some other Members had mentioned about Pathankot. These are the two Entry and Exit points starting from the North-West and the South-East. However, Hoshiarpur is right in the middle and most of the traffic from Punjab and Himachal Pradesh is through Hoshiarpur. It is also the Headquarters of the world famous Astrologer, Bhriгу Sanhita and also the Sanskrit University called Vishveshwaranand Vedic Research Institute. So, a lot of VIP traffic is being handled from Hoshiarpur, but the facilities available are inadequate.

Now, coming to the frequency of the trains between Hoshiarpur and Jalandhar, there are seven pairs of trains there. It should have at least twelve pairs and between the two trains, the timing should not be more than one-and-a-half hours. The first train should start before 5 a.m. from Hoshiarpur and the last train coming from Jalandhar should be after 9.30 p.m. so that it can connect Shatabdi Express originating from Jalandhar city.

There should be a second class through coach between Hoshiarpur, Jalandhar and Howrah, in trains 3005 and 3006. It can be attached and detached at Jalandhar city.

The next point is about V.I.P./Emergency Quota. I would cut down the explanations. I would just add that there is a difficulty of going to Jalandhar and arranging

for these seats. I will name these trains. They are: 5208 Dn Hoshiarpur-Barauni; 1078 Dn Hoshiarpur-Pune; 2926 Dn Hoshiarpur-Mumbai; 4648 Dn Hoshiarpur-Mirzapur; 2030 Dn Hoshiarpur-New Delhi; 2014 Dn Hoshiarpur-New Delhi; 330 Dn Jalandhar/Hoshiarpur-Deradun and 2715 Dn Hoshiarpur-Nanded.

There is no retiring room at Hoshiarpur. I would request you to provide four retiring rooms at Hoshiarpur for the use of travelling public.

MR. CHAIRMAN : Please conclude.

SQN. LDR. KAMAL CHAUDHARY : This is my first speech in the last thirteen years covering the Railway Budget. Normally I contact the Railway Minister or the technical staff to get things done. I would request that this is at least recorded here. Normally I do not waste the time of the House. In these thirteen years, I had hardly spoken in the Parliament.

Now I come to the next point, that is about covered-shed on goods platform and main platform. Hardly any portion of the main platform is covered. I would request that this is extended. Hoshiarpur is a block-rake handling station. Rakes of cement and urea are loaded here. This expensive material gets damaged due to rain and sunshine. So, I would request that goods platform is also covered by the shed.

Now, I come to upgradation of track. I have already mentioned that this is a 70 pound track. For the last fifty years, this track has never been upgraded. At the moment, it is being upgraded. This has happened after I have put in lots of efforts for the last 12 years or so. So, I would request that this is work of upgradation is speeded up and instead of DWS 4 Engine, this train is pulled by the standard diesel power.

The distance between Una and Jalandhar is only 75 kms. However, if the passengers are to go by train, they have to cover 250 kms. If this line, Una-Hoshiarpur, is connected—the distance is only about 35 kms.—this would also benefit the people from Himachal Pradesh to go to Amritsar and it will also connect it with the rest of the country.

There is Delhi-Ludhiana Superfast train. It was extended up to Jalandhar city. However, hardly there is any parking facility at Jalandhar. There are two long rakes. On alternative days, the rakes have to go to Amritsar for parking. I would request that instead of going 60 kms, if it is parked at Hoshiarpur, this facility would also be made available to people for a through train starting from Hoshiarpur to Delhi. The numbers of the trains is 4681 and 4682. These trains should be started at Hoshiarpur.

My next point is about repair and lighting of eastern and western approach roads. There are deep pot-holes and this road is not lighted at all. I would request you to kindly give this facility.

Finally, I will come to the construction of the overbridge at Jalandhar Cantonment, which is called Ramamandi, which was started by the then hon. Prime Minister, Shri I.K. Gujral. This process is going at a very slow pace. This was the road which was opened for many years to the people and there are lots of shops and people are staying there. This road is completely blocked. These people should not be deprived of this facility. The road should be kept through and this overbridge should be completed as fast as possible.

With these words, I would once again thank the hon. Railway Minister for giving a good Budget.

[Translation]

SHRI RAMSHETH THAKUR (Kulaba) : Mr. Speaker, Sir, I am grateful to you for giving me an opportunity to speak in the House early in the morning. I congratulate the Hon'ble Railway Minister for laying the Status Paper on the Table of the House before presenting the Railway Budget which has revealed that an additional 30-40 thousand crore rupees are needed for this sector. The pending projects can be completed if the amount is provided immediately. If it is added in the suggestions made by my colleagues for the last three days, then, an additional amount of Rs. 1 lakh crore would be needed. It means that it is impossible to start all these works simultaneously. Therefore, I hope that hon'ble Ministers Shri Nitish Kumar and Shri Ram Naik will accomplish all the work which are started by them and the money will be made available without any constraint.

I must thank the Hon'ble Minister for Railways who has done justification with the railways in Mumbai by improving its condition. However, this work should not be done in such a way that the facilities provided may be limited in Vasai and Virar and other adjacent areas remain neglected. As my friend Shri Naresh Puglia has stated about Bihar, the other parts of Maharashtra may also remain neglected. New Mumbai and Raigarh districts are nearer to the Vasai, Virar-Thane. There are some important works to be done in these places which should be taken into consideration. In 1995-96, Rs. 131 crores 47 lakh were sanctioned for laying Thane-Turkey-Nerul-Bhashi line. But till date only Rs. 3 crores have been spent on the project. Similarly, in the year 1996-97, Rs. 25 crore were sanctioned for New Mumbai railway but nobody knows the fate of this project till date. Similarly, there is no information about the provisions made for doubling of track on Punvail-Belapur railway line. The

then Minister Shri Kalmadi and Shri Antulay had inaugurated the Punvail-Karjat railway line with great pomp and show. 16 lakh rupees were spent. I hope that the work is going to start on this track and the same will be completed soon. A train between Panvail and Karjat via Bashi-Belapur should be introduced soon. This train will move via Bashi-Belapur of Raigarh district to Punvail and Karjat and will save the time of the train from Diva to Kalyan.

Mr. Chairman, Sir, now I would like to tell about my district Raigarh. A goods train runs between Raigarh and Uran. A passenger train is needed there. People of these areas have been making this demand for a long time. Matharan is a very good hill-station near Vasai-Thane, Mumbai-Kurjat and a narrow gauge train goes there. There is long pending demand for an engine for this train from this area for the last 10 years but it has not been made available till date. Due to this people of this area have to rush to Lonewala and Mahabaleshwar.

Mr. Chairman, Sir, Konkan railway is a symbol of pride for India. This track passes through the district of Raigarh, Ratnagiri and Sindhudurg but there is no halt at Pen-Kolharh, Roha and Mangoan Stations of these districts. I would like that the train should also stop on these stations. A train is required to be introduced on Mumbai-Sawantbadl rail line. There is a demand to provide stalls to the local people on these stations. I would like the hon'ble Minister to consider all my demands and the same should be met also. With these words, I conclude my speech.

[English]

SHRI NRIPEN GOSWAMI (Nowgong) : Mr. Chairman, Sir, my name is there in the list. I have been waiting here to speak for a long time. I am a first timer. My name has not been called so far.

MR. CHAIRMAN : Your name is there. Please wait. You will get chance after some time.

SHRI BHUBANESWAR KALITA (Guwahati) : Mr. Chairman, Sir, I thank you very much for giving me the opportunity to participate in this debate on the Railway Budget. The train has, at last, reached the North East now and after three days of working I have now got my opportunity to speak on the Railway Budget.

Sir, I congratulate the hon. Railway Minister for the inauguration of the Naranarayan Setu in Assam which was inaugurated by the hon. Prime Minister and both the hon. Ministers from the Railway Ministry had accompanied him. I am also happy that the promise that he had made during his Guwahati visit, that is, the construction of

[Shri Bhubaneswar Kalita]

Guwahati-Golpara, Rail Track has also been included in the Railway Budget. So, I thank both the hon. Ministers and the hon. Prime Minister for that.

Sir, although this is a very good news for us, I am very sorry to mention one or two points about the regional imbalance. As you are aware, the North Eastern Region is deprived of railway facilities and some of the States still do not have a railway line. I expected that at least the proposal to reach Arunachal Pradesh via Rangia-Moorkangsalek doubling would have found a place in this year's Railway Budget. I also do not find the name of the places and the States which should have found a place in the Railway Budget this year.

Sir, another sore point is the heavy burden imposed on the long distance passengers by way of increase in the fare. If it is possible, please review it because it will hit the common people and the second class passengers who travel from here to Guwahati or who travel long distances.

Sir, the main point that I want to stress here in this Budget is the safety and security aspects. Although a very few Members have touched this subject yet I consider the safety and security aspects as the most important aspects in the Railway Budget. You have seen that there were sabotages, railway accidents, bridges were blown off and so on which had occurred a number of times. So, we have to give more importance to the safety and security aspects of the trains and the passengers. I am very sorry to say that all these are not happening for the first time, they had happened earlier also. It is a known fact that the railway accidents take place because of sabotage. When all this is happening, why have we not risen to the occasion? Why are we still sleeping on the security aspect of the trains? Many Members from these benches and other benches also have mentioned about diverting the trains and about constructing lines because the safety and security aspects have not been given proper importance that should have already been given.

Now, the second important point which I want to touch here is these recruitment. As you know a very few people from North-Eastern Region are employed in the Railways. Their percentage of employment is very low. I congratulate the hon. Minister for taking reformative measures in the Railway Board. He has taken some measures to reduce corruption in the Railway Board. I have many examples where the only Recruitment Board for the North-Eastern Frontier Railway constituted in Guwahati had occasions to resort to corruption. They gave them jobs only after accepting money. I had brought to the notice of the Ministry of Railways how even the computer results were being manipulated. The same

people were selected. I had given all those documents. I had given all those examples to the Railway officials and the Ministry of Railways. So, I would request the hon. Minister to see that the balance is maintained in recruitment of the people of North-Eastern Region in the Railways.

Sir, another aspect which really needs attention is the cancellation and delay in running of trains. Trains are delayed not for hours but for days and finally some trains are cancelled. So, this aspect should be given more importance.

I now come to some of the demands of my constituency which I have mentioned already to the Minister. The frequency of the Rajdhani Express to Guwahati should be increased. It should be made five days a week. I would request that a new Railway line may be constructed. I represent Guwahati constituency. It is supposed to be a city constituency. But let me tell that out of ten segments, six segments of my constituency have not seen railway line at all up till now. I am happy that the completion of construction of the new line from Guwahati to Golpara will touch at least three segments. I have proposed the construction of a new line from Amingaon to Barpeta Road via Hajo-Mukalmua/Sarthebari. This will give us an alternative line in case of an accident, sabotage or in case there is something wrong in the other sector. Because of this the rail service will not be disrupted, as we can come by the alternate line. So, this is my proposal.

I have given to you in writing and, at least, the survey order should be given in this Budget Session itself.

Sir, another proposal which I discussed with the Ministry is about raising of the railway track in the city area of Guwahati where there is a lot of congestion. I have discussed in threadbare about it with the hon. Minister and the Railway officials that until and unless the railway track is raised, this traffic congestion problem in the city area will remain.

Sir, I wish to make one more point, that is, about the construction of flyovers and overbridges. I am not putting any new proposals for the construction of flyovers and overbridges. There were already proposals to construct overbridges and flyovers at Changsari Railway crossing. There is already a proposal to construct an overbridge and flyover in Athgaon area of the city. These proposals are already there but I do not know why they have not yet been implemented.

The one last point that I wish to make is about VIP quota. The MPs' letters are honoured here at the Rail Bhawan, but in my own constituency, that is, in Guwahati,

they are not being honoured. People go with a letter but they do not get the reservation. So, they come back and say: "Sir, they have not honoured your letter." Please look into this matter.

With these words, I conclude.

SHRI MULLAPALLY RAMACHANDRAN (Cannanore):
Sir, this is happening everywhere. Please examine it.

SHRI SURESH KURUP (Kottayam) : Standard instructions should be given that MPs' letters should be honoured.

MR. CHAIRMAN : Shri Arumugham, if you are not feeling well, you can lay your speech on the Table of the House. If other Members would also like to lay their speeches on the Table of the House, they can do so.

SHRI S. ARUMUGHAM (Pondicherry) : Sir, I wish to lay my speech on the Table of the House.

MR. CHAIRMAN : You are permitted to do that.

*SHRI S. ARUMUGHAM : Hon'ble Speaker Sir, as I am not well due to headache, I lay my speech on the Table of the House.

Pondicherry has been neglected for a long time in development of Railways. A new broad-gauge line should be put up between Tindivanam and Cuddalore via Pondicherry. The proposal was taken up last year. But the survey of the land was not done.

The existing metre-gauge line between Villupuram and Pondicherry should be converted into broad-gauge. This gauge conversion scheme to the tune of 30 crore of rupees was taken up in the last Railway Budget. It is very meagre. Adequate funds are not allotted this year.

A railway station was closed to Villianur some years ago between Pondicherry-Villupuram railway line. The people of Villianur wish that the trains must stop again.

Tourism is developing in Pondicherry. Pondicherry is a window of French Culture. Auroville Nagar is international centre and it is near Pondicherry. As Pondicherry is industrially developing, railway development is necessary for goods transport.

Karaikal is another region of Pondicherry State. Between Karaikal and Nagore a new broad-gauge line for 10 Kms. distance must be built. This line will be an extension of Tanjavur-Nagore railway line.

An estimate for 29 crores and 50 lakhs of rupees for Karaikal-Nagore line is pending in the Railway Board and the Railway Board should give clearance for land acquisition.

Between Karaikal and Maylladuthurai, part of the railway line has been abandoned and part of the line is being used. This line must be converted into broad-gauge.

Karaikal is agricultural area and bags of Paddy and rice are to be transported by rail to other places. Many industries had been started and the goods are to be transported. A gas plant also had come for power generator. Oil and Natural Gas Corporation is functioning near Karaikal.

Thirunallar is religious centre for Hindus and it is in Karaikal region. Nagore and Velangani are near Karaikal and they are religious centres for Muslims and Christians respectively.

Tourist and pilgrims from various parts of India come to these places.

Mahe is another region of Pondicherry and it is situated in the West coast. Mahe is in the Konkan railway line. The Mahe railway station must be developed. West Coast Express and Kuria Express must halt at Mahe for the convenience of business people, officials and tourists.

Yanam region of Pondicherry is in the Andhra border and industries are developing in Yanam also. The railway line must be extended for 20 kms. from Kakinada to Yanam.

The development of railway is much more needed in Pondicherry.

Thank you Sir.

[Translation]

SHRI ADITYANATH (Gorakhpur) : Mr. Chairman, Sir, I rise to support the first Rail Budget presented by the Government formed by Bharatiya Janata Party and its allies. In the field of Transport, Indian railway has an important place as the largest railway network in the world. It has been the symbol of unity and integrity of the country from north to south and east to west in terms of social and economic means. If we see the history of 145 years of railways, we will find various ups and downs in it. Out of this period, during the last 50 years of our independence, wrong policies, their improper implementation alongwith the corrupt practices of various Governments have led to the present grim situation of the railway network. The rail travel which was once

[Shri Adityanath]

considered as safe and comfortable is now becoming unsafe and expensive. However, in comparison to the other means of transport like road, Indian railways has proved itself the best in the context of the prevention of environment pollution. But due to the wrong policies of the earlier Government, the quantum of goods-passenger traffic which was 79-80% in 1950-51 has now come down to 20-40%. I would like to congratulate the Hon'ble Railway Minister for taking praiseworthy steps to curtail the extravagance, to check the theft of railway property, to bring down rail accidents and ticketless travel. The steps taken by him to correct the wrong implementation of the policies formulated by previous Governments are also commendable.

It is also commendable on the part of the Government that it has presented the rail budget in such an adverse situation. It was really a challenge before the country to present a budget in such adverse conditions and that too without increasing the freight rates and the fares of ordinary class. Interests of common man have been safeguarded who has heared a sigh of relief. During the last 50 years, no Government over thought of unemployed youths of the country. As a result thereof, educated unemployed became puppets in the hands of separatists and terrorists in the course of search of employment. This is the only Government which has made provisions in the Railway budget to provide free travel to unemployed youths to attend the interviews. Railway department has kindled a ray of hope for the unemployed youth by setting up a Railway Recruitment Control Board to remove the corruption in railway recruitment and also by providing other facilities. Hon'ble Railway Minister is committed to provide more facilities to the passengers and to fully computerise the railway reservation. It will definitely remove the black marketing of tickets.

Concession for senior citizens has been raised from 5% to 30% which is also a commendable step. Train capacity is also being enhanced now by attaching 24 coaches instead of 18 as at present. Now definitely 25% more passengers could be accommodated in the train. One more praiseworthy step taken by the Government is to start the Tatkal Reservation Scheme for all superfast trains and to extend outdoor patient facility in railway hospitals to the shoe-polish boys at the railway platform. The countrymen have expectations from the Government. The area from which I have been elected, has all along been neglected by the previous Governments. It has always been exploited in one way or the other. In that area, the facilities which have been provided.
(Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI ADITYANATH : Mr. Chairman, Sir, I am speaking for the first time.

MR. CHAIRMAN : You have spoken earlier also. Please conclude.

SHRI ADITYANATH : I am a new member of the House. All members speak. ...*(Interruptions)*

MR. CHAIRMAN : We know this, but there are so many members and all of them have to speak.

SHRI ADITYANATH : In 1998-99, a railway coach factory was approved for Gorakhpur. ...*(Interruptions)*

2.00 hrs.

But previous governments transferred the factory from there.

SHRI DIGVIJAY SINGH : Let the speeches of the members be laid on the Table of the House.

MR. CHAIRMAN : I have already stated that those who want to lay their speeches are permitted to do so.

SHRI ADITYANATH : Another Government, subsequently transferred one part of the North-Eastern railway from there. Later on, another Government hatched a conspiracy to transfer the loco over staff from Gorakhpur. I would also like to state that the discrimination made against the technical employees of the railways by the Fifth Pay Commission's recommendations should also be looked into. Buddha Parikrama train has been connected to Sarnath, Bodh Gaya and Rajgir. Lumbini is the birth place of Lord Buddha and he attained 'Nirwana' at Kushinagar. I, therefore, demand to connect Lumbini and Kushinagar also to this train.

MR. CHAIRMAN : All right. Please conclude.

SHRI ADITYANATH : Gorakhpur area has many problems. I will try to state them in one sentence each. An overbridge should be constructed at Dharamshala Bazar. Double line should be laid between Gorakhpur and Sahajanwa. A track for pedestrians and light vehicles should also be constructed along the railway bridge on Rohini and Rapti rivers. Gorakhpur should be connected to district headquarters via Partal and Maharajanj. On the Southern side, Gorakhpur should be connected to Bajgaon, Barhgaon and Dohrighat. Another superfast train from New Delhi to Gorakhpur should be introduced in addition to Vaishali Express. To reduce the heavy rush of passengers at Gorakhpur junction, an entrance gate and booking counter should be opened over the railway station. We realise that the adverse circumstances in which this railway budget has been presented may not allow all these schemes to be accomplished but still we request the Railway Minister to start some work on priority,

thereby creating a new work culture. I hope justice will be done to the area which has been neglected so far.

I once again congratulate the hon. Railway Minister and hon. Minister of State for Railways and conclude my speech.

*SHRI S. AJAYA KUMAR (Ottapalam) : Mr. Chairman Sir, I stand here to oppose the proposed Railway Budget, for it has put a heavy burden on the shoulders of the common people of the country. The Railway Ministry has decided to mobilise an extra 450 crores through this budget, but all this is done at the expense of the common man. We know that a major share of this amount is spent on the salary of the railway employees, but those working in the catering department are not given any due recognition nor are their service conditions specified. This budget has cast them into the shade and this itself reveals the unsympathetic attitude of the Government towards common man's problems. The previous Government had decided to set up a Welfare Fund and a Society for the employees of the catering department, but this budget has not mentioned anything about it.

My hon'ble colleagues from Kerala have voiced their apprehensions regarding the Konkan Railway line and doubts still linger in our minds. If Kerala is to reap the benefits of the Konkan railway line, the doubling of Shoranur-Mangalore line should be completed. But nothing has been mentioned about the doubling of the Shoranur-Kuttipuram line which happens to be the end point of that line. Succumbing to the pressures and the repeated requests of the MPs from Kerala, the Hon'ble Minister has promised to complete the work by way of some 'adjustments'. But we are not aware of the actual nature of such 'adjustments'.

Sir, I may be permitted to say that the officials of the Railway Ministry had some evil designs when they proposed the doubling of Kuttipuram-Guruvayoor line. I was told in a reply to my question in the 11th Lok Sabha that the proposed Kuttipuram-Guruvayoor subline is going to be cancelled and instead, they are going to take up Tanur-Guruvayoor line. So, now, in this budget, an allocation of Rs. 10 lakhs is made for the doubling of a project which is supposed to have been cancelled. This is nothing but mockery and deception.

Moreover, we still have doubts as to the exact nature and route of the proposed doubling. The Railway Ministry should make it clear whether the proposal is for the doubling of Kuttipuram-Guruvayoor route or for the routes between Kuttippuram to Guruvayoor via Thrissur and Shoranur.

Gross injustice is done to the State of Kerala regarding the electrification of Shoranur-Mangalore line and Shoranur-Trivandrum line. Not even a passenger train is introduced in the State. When the Hon. Minister extended the Mangalore-Palghat Mail to Trissinapally, the long pending demand of the people of Kerala for the extension of Kovai Express upto Palghat fell on deaf ears. No new train is proposed from Kerala to either Mumbai or New Delhi.

For the last few days, the people of my State are much worried about the decision to shift the Railway Divisional Office from Palghat and I must say that even when we celebrate the Golden Jubilee of our independence, the State of Kerala is given a raw deal and our demands are ignored.

With anger and anguish, I must say that even the request for a new halt for a local train is not being considered favourably by the Southern Railways and as a fall out the passenger train running between Kannur and Alleppey does not have a stop at Vadakkancherry which is the headquarters of Talappilly Taluk. The paucity of time does not permit me to narrate other discriminations of this sort. Hence, to have a lasting solution to the problems pertaining to the Railways in Kerala, I humbly request the Hon'ble Minister to set up a Zonal Office in Kerala.

With these words I conclude my speech.

[English]

SHRI NITISH KUMAR : I want to clarify one thing. There is no move to shift the Divisional Headquarters from Palakkad to anywhere else.

SHRI MULLAPALLY RAMACHANDRAN : In some Malayalam newspapers this news has appeared. That is why he has raised this issue.

SHRI NITISH KUMAR : It is for you to issue contradictions. We do not know. Some hon. Members have raised this issue in the House. I was listening to his speech. That is why I have clarified that there is no move in the Railway Ministry to shift the Divisional Headquarters from Palakkad to anywhere else.

SHRI NRIPEN GOSWAMI (Nowgong) : Mr. Chairman, Sir, thank you very much for allowing me to speak in this hon. House. I have been waiting from three o'clock this evening, after coming from Guwahati straight to this House, to speak a few words because this is going to be my maiden speech.

Firstly, Assam is being neglected from all sides, not to speak of the Railways. The British were laying down

[Shri Nripen Goswami]

railway tracks to reach Upper Assam keeping in view not the welfare of the people of Assam but to bring out raw materials from the State. The existing railway line does not touch the district headquarters at all. It goes via erstwhile jungle areas so that they could bring out the plywood from that area. It was meant only for transportation of plywood, tea and oil. If one has to go to the district headquarters, while going by road, he will be passing through Dibrugarh and then going to Tinsukia; and while going by the rail route, he will be passing through Tinsukia and then going to Dibrugarh because it goes by a long route touching all the tea gardens, etc. It was constructed with a view to bringing tea leaves, plywood and oil from that area.

There is no line touching the district headquarters via Nowgong, Sibsagar, Jorhat and Dibrugarh. An additional alternative line touching Tinsukia and Guwahati is required. This is a probably the only State in the entire country where there is only one line. An additional line is required so that in case of any mishap, that alternative line could be used.

The length of the National Highway No. 37 is 689 kilometres. Two overbridges are required from Jogighopa to Tinsukia. There are only two level-crossings: one is at Changchari and the other is at Thekeraguri in the district of Nowgong. Changchari is in the outskirts of Nowgong city and the Thekeraguri level-crossing is the level-crossing before Nowgong town. These are the two major level-crossings. But two overbridges at these places are required immediately as a lot of vehicles get stranded at these level-crossings whenever trains pass through them.

The Changchari level crossing is located in Shri Bhubaneswar Kalita's constituency in Guwahati, just a few kilometres away from Guwahati city. An overbridge there is the need of the people; it is the need of the entire country. About the Thekeraguri level-crossing, I have written a letter to you and you were kind enough to give a prompt reply wherein you have stated that it is under consideration. It was considered in the year 1991 and an estimate was being prepared. But in the meanwhile, because of gauge conversion and some problems relating to oil installations, it was not being considered. Now, it has come up for consideration only in the last year. Therefore, a re-assessment was required. It was being done and it is being sent to the Public Works Department of the Government of Assam. These two places should be particularly taken note of. There have to be two railway overbridges in that area.

As Shri Kalita and other hon. Members have pointed out, requests from hon. Members of Parliament for reservation of railway berths has not been acceded to.

This is my experience too in Guwahati as well as in Delhi. So many people from our constituencies do come over here.

SHRI NITISH KUMAR : I think in Delhi there should not be any problem.

SHRI NRIPEN GOSWAMI : A few days back I have sent a request to you. It was turned down.

SHRI NITISH KUMAR : It is due to summer rush.

SHRI NRIPEN GOSWAMI : Members' request should be given priority.

SHRI NITISH KUMAR : But there is a mechanism. The hon. Members' requests are given high priority. Their requests are accommodated in Headquarters quota.

SHRI NRIPEN GOSWAMI : One of my requests has been turned down. That is why I have brought it to your notice. Some people from my constituency who came over here have requested me to write a letter to you for confirming their berths. Accordingly, I had written a letter to you requesting for reservation of berths. Later, I came to know that it was not acceded to. They could not travel in that particular train. Meanwhile, I had left for Guwahati.

The frequency of Rajdhani Express to Guwahati should be increased. At present it runs three days in a week. The frequency should be increased to five days in a week. There is a weekly train from Guwahati to Dadar. In the North-Eastern region, the facilities for treatment of serious ailments, particularly cancer, is not good. So, the patients either go to Chennai, Mumbai or Delhi. So, the frequency of that train should be increased. At least it should be increased to three days a week.

In Rajdhani Express, a lot of seats are reserved for Patna. In the long distance trains, preference should be given to long distance travellers. So, in this Rajdhani Express, maximum number of seats should be made available for Guwahati-bound passengers. It is because people going to all other North-Eastern States go only through Guwahati. There is no train connection to Shillong, Arunachal Pradesh, Meghalaya, Mizoram and Tripura. So, people who want to go to these States go up to Guwahati and then take bus. So, maximum number of seats in this particular train should be reserved for people of that area. If you travel by that train you will see that half of the train is vacated in Patna itself.

Some hon. Members want to the extent of calling this a Bihar National Railway. I am not talking from that point of view. I am only requesting him to make available maximum number of seats for Guwahati and the North-

East. I would also like to reiterate my request that two railway bridges are the immediate need of the area.

[*Translation*]

SHRI V.K. KHANDELWAL (Betul) : Hon'ble Chairman, Sir, I thank you for giving me time to speak on the Railway Budget. I congratulate and give compliments to the Railway Minister for placing status paper before this House and the country because in that he has assessed the actual position of railways in a bold and dynamic way. Today, what is the condition of railways in the country, who is responsible for this condition and what has happened in these 50 years, information about all these things should reach the people. During these 50 years, who ruled this country, who was in power? Is it not true that we have inherited 80% of the present infrastructure of railways from Britishers. In these 50 years, only 9125 kms. of railway line has been added. It comes to an yearly growth of only 0.5%. Not only this, he has been quite forthright in many things. For instance, announcements are made but they are not implemented. Today, there are many on-going projects of the value of Rs. 35000 crores. From where will this money come? Suggestions and criticism come from all sides but people do not want to face the reality. When the Railway Minister said that he will give priority to those projects which are near completion or which will start fetching income on completion, members created furore in the House. He has also said that they will not take up those projects in which money has to be spent every year because after that they have to give interest on that amount. In this way, projects cannot be completed. After that he assured the House that next year they would take up small projects of the value of rupees 1-2 crores only. We are not in favour of clapping after congratulating each other's state. Railway Minister deserves congratulations for this also. He said that more attention should be paid to electrification. The second thing which he has said is about construction of bridges over mighty rivers. He has said that the speed of Rajdhani Express will be increased and system of computerised reservation will be further extended to cover other places also. All these things which are mentioned in the status paper are reflected in the budget also. In 1997-98, the plan outlay was Rs. 8300 crores. This has been increased to Rs. 9500 crores which is 14.5% more. Out of this, the budget support is Rs. 2200 crore and Rs. 2900 crore will come from market borrowing and the railway will generate the remaining Rs. 4400 crores through its own resources. Here this point is worth considering that if railway continues to take loans, then it will not be able to come out of this debt trap. Therefore, the Railways should utilise its resources more economically. Today the Railways are borrowing money at the market rate of 16 to 18%. Its

return is 8 to 9%. If the debt is so much, then there is certainly a loss of 8% every year. How will this deficit be met. There is no hope and therefore, the Railways should think of increasing its income through its own resources. Whether the Railways are utilising its capacity to the full and whether loading and unloading operations are being carried out in a proper manner? Even the target which they have fixed now, that in the coming year passenger traffic will increase by 5% and the freight traffic will increase from 430 million tonnes to 450 million tonnes, is also not an impressive target. In view of this, the hon. Minister deserves congratulations for considering all these situations and making provisions in the budget therefor. Today he has said that in super-fast trains system of 'Tatkal' (immediate reservation) will be started and the unemployed persons going for interviews will be allowed to travel free in 11nd class. Initially, the numbers of coaches in the trains will be increased to 24 and afterwards this number will be further increased to 26 coaches thereby increasing the capacity by 25%. Here, I would like to tell the Hon'ble Railway Minister that this facility should be provided only to those passengers of 11nd class who are unable to get reservation and have to go in the unreserved coaches, since the train halts at the station for only 2 minutes and the passengers just rush in but in spite of there being sufficient room in the bogie, conductor asks them as to why they did not ask for permission to board the compartment. Rs. 70 are charged as a penalty from them, though a ticket from Betul to Nagpur costs Rs. 40 only. Atleast from 8.00 a.m. to 8.00 p.m. penalty should not be charged at small stations. If you cannot eliminate the provision for charging penalty, then you should increase reserved coaches. But the facilities which are being increased by 25% in super fast trains should be provided in the form of unreserved compartments in order to give the common man its benefit. Increase in passenger fares has attracted a lot of criticism. If a direct tax is levied, the people feel that money has been taken out from their pockets. Out of a total hike of Rs. 450 crore, Rs. 400 crore have been increased in passenger fare and 50 crore in revision of freight traffic rates. This was for the first time that an attempt was made for a new system.

[*English*]

to reduce cross subsidisation of passenger traffic by freight.

[*Translation*]

and it is for the first time that rates have not been increased on freight traffic. This is a bold step. Those who travel only, they have to shell out more money. But had the freight rates been increased, then the rates of petroleum, fertilizers, wheat and other cereals which we

[Shri V.K. Khandelwal]

get in P.D.S. would have also increased and it would have affected the people throughout the country, even those who do not travel by rail. Therefore, the step which the Hon'ble Ministers has taken is an appropriate step. I would also like to say that the passengers do not get amenities which they otherwise should get.

MR. CHAIRMAN : Please conclude. We don't have time, there are many members who want to speak.

SHRI V.K. KHANDELWAL : Mr. Chairman, Sir, please give me some more time. Just as the long distance passengers pay less fare but travel a long distance, similarly those who have been sitting here for longer period are asked to take less time. If some member sits here for 6 hours he is asked to wind-up sooner whereas those who have sat in the House for 2 hours are given one hour to speak.

MR. CHAIRMAN : If any Hon'ble Member wants to lay his speech, he can do so.

SHRI V.K. KHANDELWAL : Mr. Chairman, Sir, though large number of railway stations fall in my constituency, very few trains halt there. The railway gets maximum revenue from this area but whenever I write to the railway department in this regard, they give a stereo typed reply that so many trains are running on this route. If stoppages are provided there for more trains, it will lead to slowing down of the speed of other trains. Hence, it is not viable.

Mr. Chairman, Sir, I would like to cite an example that the train coming from Nagpur does not halt at Ghora Dongri station. I request that a halt should be provided at this station.

[English]

MR. CHAIRMAN : The members who wish to lay their speeches on the table of the House can do so.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Chairman, Sir, with your permission, I would like to state that all the Members present in the House should be given an opportunity to speak at least about their constituencies. Each of the earlier members have spoken for an hour.

SHRI CHHATTRA PAL SINGH (Bulandshahar) : Mr. Chairman, Sir, I also request you to give an opportunity to the hon'ble Members to speak atleast about their own constituencies.

[English]

SHRI NEPAL CHANDRA DAS (Karimganj) : Mr. Chairman, Sir, ...*(Interruptions)*

MR. CHAIRMAN : Nothing will go on record except the speech of Shri Nepal Das.

[Translation]

All are speaking about their constituencies. Why are you wasting time? Please take your seat. You are continuously speaking, but nothing is going on record.

SHRI V.K. KHANDELWAL : Mr. Chairman, Sir, please allow me to speak only two sentences.

MR. CHAIRMAN : All right, please conclude in two sentences only.

SHRI V.K. KHANDELWAL : Mr. Chairman, Sir, some Express trains have been provided halt at Ghora Dongri station. This has increased the annual revenue income of railways from Rs. 73 lakh to Rs. 84 lakhs from that area. Other trains Cochin-Varanasi Tripati-Varanasi, Chennai-Patna-Chennai running on different days on this route should be given stoppage at Ghora Dongari station.

*SHRI GANGA CHARAN RAJPUT (Hamirpur) (U.P.): Mr. Chairman, Sir, I want to lay my speech on the table of the House.

Mr. Speaker, Sir, my following speech may be included in the business of the House.

1. Taj Express may be extended from Gwalior to Mahoba.
2. Bundelkhand Express which runs between Varanasi and Gwalior should be extended upto Nizamuddin.
3. Rail Bus Service should be introduced between Jhansi and Chitrakoot dham.

New Railway Lines

1. A 50 km. new rail line may be laid from Mahoba to Khajuraho.
2. Chhapra-Gwalior Express may be extended upto Delhi.

Halt of Trains

Mahakaushal Express may be given a halt at Kuppahar.

*Written speech laid on the Table.

Survey

Survey line from Orai to Mahoba via Rath should be extended from Bhind-Orai to Mahoba via Rath.

Suggestions

1. Trains should run on time.
2. Cleanliness in the trains should be ensured.
3. Cleanliness at railway stations and proper hygiene regarding food and drinking water should be maintained.

Increase in Revenue

1. Auction of platforms, or
2. Auction of trains.
3. Laying railway lines and running trains in the private sector.

There is an urgent need to run a rail bus from Chitrakoot dham, Karvi to Jhansi. Pilgrims from all over the country come to Chitrakoot. Jhansi is a prime city of Bundelkhand which has an important place on the railway map.

Please give instructions to start a rail bus between the most backward area, Chitrakoot Dham-Karvi station of Bundelkhand and Jhansi.

[English]

SHRI NEPAL CHANDRA DAS (Karimganj) : Mr. Chairman, Sir, thank you very much for giving me an opportunity to speak before this august House.

Sir, in his speech, the hon. Railway Minister informed the House that the market share of the Railways in respect of both freight and passenger traffic has declined from 89 per cent and 80 per cent respectively in 1950-51 to 40 per cent and 20 per cent as of now. It means that road transport has captured market share of 60 per cent and 80 per cent instead of the earlier share of 19 per cent and 20 per cent. The Railway Minister wants to arrest and reverse the present trend of 40 per cent and 20 per cent without mentioning any way for survival from such trend; even he did not utter a single word for progress in the present position. But, Sir, after careful study of the budget provisions, I am sorry to say that the diseases that cause the gradual decline of both freight and passenger traffic could not be properly diagnosed.

Sir, without proper diagnosis how can there be proper treatment? The declining trend in freight and passenger traffic is due to operational inefficiency, insecurity, corruption, alleged collusion of men in high offices in the Railway administration. No doubt that the rail transport is cheaper than road transport for carrying the goods of the traders in respect of long distance but yet for due to long period and feeling of insecurity of their goods, most of the traders are using road transport. Both the freight and passenger traffic have declined. The hon. Railway Minister may please look into this matter.

Sir, the Indian Railways have undertaken gauge conversion programme. The lines, Guwahati-Dibrugarh and Guwahati-Lumding, is a small part of the route of Guwahati-Jiribam route. It is a small portion. Large part of this route from Lumding to Jiribam remains uncovered by broad-gauge line. Most of the traders and the travellers are using the transport because when they use rail transport, they have to tranship their goods at Lumding. This is the reason for avoiding the train journey.

The vast areas of south Assam, Manipur, Mizoram and Tripura are facing troubles in train journey.

The Ministry of Railways have been generous in granting development projects in many areas, but I am sorry to note that there is no mention of any such project in South Assam, Tripura, Manipur and Mizoram.
...(Interruptions)

MR. CHAIRMAN : Please conclude.

SHRI NEPAL CHANDRA DAS : Sir, I am coming to the demands relating to my Constituency. The gauge conversions of Guwahati-Dibrugarh and Guwahati Lumding have already been completed. However, the Lumding-Jiribam line is uncovered by broad gauge line till today.

Sir, I may point out that in 1996-97, 1997-98, there were a Budget provision of Rs. 38 crore for gauge conversion of Lumding-Silcher. But the Explanatory Memorandum on the Budget shows that only Rs. 2.06 crore have been spent. Why could the Budgeted amount not be spent? What is the progress of the work done?
...(Interruptions)

MR. CHAIRMAN : Shri Das, please conclude.

SHRI NEPAL CHANDRA DAS : There are so many demands of my people. As the time is very short, I would like to point out some long standing demands of the people of South Assam. There is a very important demand for a Railway Division at Badarpur. However, till today, it has not yet been considered by the Government. So, I would request the hon. Minister to kindly consider a Railway Division at Badarpur.

With these words, I thank you, Sir, for giving me an opportunity to participate in the discussion.

SHRI RAGHVENDRA SINGH (Shahbad) : Sir, I thank you for giving me an opportunity to participate in the discussion on the Railway Budget.

I rise to support the Railway Budget. I welcome the proposals made by the hon. Minister in the Budget.

The failure of the previous Governments during the last 50 years has been the main reason for the present situation. During this period, most of the time, the Government of the Congress Party remained in power and it is mainly responsible for the disaster which we are facing at present. Most of the railway work was done during the British period and after independence, the growth rate had been almost negligible. Initially, it was 0.6 per cent and people were expecting an increase in this growth rate, but to their utter surprise, it had come down to 0.2 per cent in 1970s during the regime of late Shrimati Indira Gandhi.

Further, it reached to almost nil during the regime of Shri Narasimha Rao. Despite all these problems, the hon. Railway Minister has come out with a number of development proposals without passing much burden on the public and I congratulate him for the same.

Sir, the proposal of setting up the Indian Railway Catering and Tourism Corporation is actually the need of the time. I think, the hon. Members on the other side will not dispute that the quality of the catering services has gone down rapidly during the past few years. The setting up of this Corporation would go a long way in improving this essential service in the Railways.

Most of the hon. Members of the Opposition parties have criticised the hike in railway fares which is almost negligible. I may be permitted to quote the increases which have been made in the present Budget. The increases in Second Class fare will be Rs. 5/- for distances up to 500 km. rising in steps to Rs. 25/- for 2,501 km. onwards. This is almost negligible. How many persons travel everyday on railways for such a long distance? If a person travels in a month once or twice, then hardly a burden of Rs. 5/- or Rs. 10/- will be there on him and for this much hue and cry has been raised by the hon. Members in the House. Probably the hon. Members who have criticised this hike, probably, have forgotten the budgets which were presented by their parties during the last 10 years, wherein the hike in railway fares as compared to the present Budget was much more. In the present Budget, the burden on the ordinary man is almost nil and the increase is negligible.

Sir, the market share of the Railways in freight has declined from 89 per cent to 40 per cent during the last 50 years and the freight rates have been reduced for longer distances to increase the market share of the Railways. In fact, this decrease in the market share of the Railways in freight is because of the mismanagement of wagons. Normally, the railway wagons do not remain available at the appropriate time, when the businessmen need the same and this is the main reason for the downfall in the market share of the Railways in freight. If the management of wagons is done properly and the same are made available at the appropriate time, the market share of the Railways in freight will certainly increase.

The present increase in the fares is also because of increase in most of the plan heads in this Budget. The plan heads have been increased from 25 per cent to 88 per cent and certainly this will require some budgetary allocation, and so slight increase has been done.

Now, I come to some of the problems which are being faced by the public. Some of them have also been highlighted by other hon. Members. I would highlight only those problems which have not been earlier placed before the House.

Sir, drinking water is the main problem. There is no arrangement for drinking water in the Railway Stations. Though at most of the stations, coolers are also there but they are not functioning. I would request that drinking water should be made available at all the stations.

MR. CHAIRMAN : Please conclude in one minute. Only five minutes are being given to every Member.

SHRI RAGHVENDRA SINGH : Sir, I will conclude in ten minutes.

One more point which I want to bring to the notice of the House is that the length of the platforms at most of the stations have not been increased during the past, though the number of coaches has been increased in most of the trains. This cause a great inconvenience to the public especially to old and infirm. At least six or seven coaches of the important trains remain outside the platform. This is a matter of great concern and I would request the hon. Railway Minister to make some arrangement for extending the length of the platforms.

Sir, my constituency runs in two districts—Hardoi and Lakhimpur. And Gola is one of the Assembly segments which is also a place of religious importance. It is also an industrial town which is having one of the oldest sugar factories and which also falls the rice-producing belt. The businessmen of that area face a lot of difficulties in

transporting rice from this place. There is a long standing demand for connecting Gola with Shahjahanpur. For that, a survey was also done. The former hon. Minister for Railways, Shri Ram Vilas Paswan has also said during the discussion on Railway Budget in 1997-98 that a survey was done some 20 years back. But no work has been done for connecting Gola to Shahjahanpur.

MR. CHAIRMAN : Please take your seat. You have already taken ten minutes. Now Shri P.C. Thomas will speak.

SHRI RAGHVENDRA SINGH : Sir, so long as it is unconnected I would request that at least one computerised reservation centre may be provided at Lakhimpur because people will have to run to Shahjahanpur for getting reservation and thereafter for again boarding the train.

MR. CHAIRMAN : Please conclude.

SHRI RAGHVENDRA SINGH : Sir, I would like to share the concern shown by the hon. Member, Shri Raghuvansh Prasad Singh that the House should not sit so late as the Members are not permitted to make their points.

Sir, I may be permitted to lay on the Table of the House rest of my speech.

*Mr. Chairman Sir, there was a railway station namely Jahanikhera in between Sitapur & Shahjahanpur. This station has recently been converted to a halt. Now, no important trains stop there as a result a large number of people of my constituency are suffering and they travel 50 kms. more to catch the train at Sitapur or Shahajahanpur. It is surprising that when we are looking forward in all spheres and have entered into nuclear era, the existing station instead of its extension and upgradation, has been converted to a halt. I would request the Hon'ble Railway Minister to restore the old status of Jahanikhera railway station.

Sir, several thousand daily commuters are there in between Hardoi & Bareilly. No train is there for daily passengers. I would request the Hon'ble Railway Minister to introduce a new inter-city express in between Lucknow & Bareilly. Daily commuters are not only facing hardships but they also cause inconvenience to bonafide passengers travelling in sleeper class. I, therefore, request the Hon'ble Minister to add few coaches for daily commuters at least in two trains passing through Bareilly & Lucknow stations till the introduction of new train.

Sir, Saharanpur Express & Nainital Express do not stop at Hardoi though it is the District Headquarters. Both

*Written speech laid on the Table.

the trains stop at all the District Headquarters. There is no direct train for Nainital from Hardoi. I humbly request the Hon'ble Minister to order for stoppage of the said trains at Hardoi Railway Station and also to provide quota in both the trains for all the classes for Hardoi Station.

There is a proposal for electrification of 500 Kms. route in the present Budget. Lucknow is the capital of U.P. Electrification has not been done in between Kanpur and Lucknow and Lucknow and Varanasi. I urge the Hon'ble Minister for Railway ; to include both these routes in the electrification programme in the present financial year.

Sir, I also welcome the proposal of setting up of a Railway Recruitment Board but this Board will not make any difference because it will be represented by bureaucrats. My suggestion is that MPs should be made Chairman and Members of this Board and only then it would serve the purpose for which it is to be established.

Sir before concluding I would like to request the Hon'ble Minister to cover all the points raised here, in his reply. The Hon'ble Minister has expressed the same view during the discussion on Railway Budget last year.

With these words, I urge all the members of the House to support Railway Budget and I once again thank you Sir, for affording me an opportunity to deliver my maiden speech.

[Translation]

MR. CHAIRMAN : The Members who wish to lay their speeches on the Table of the House can do so.

*SHRI SURENDRA PRASAD YADAV (Jhannharpur) : Mr. Chairman, Sir, I lay my speech on the Railway Budget on the Table of the House.

Mr. Chairman, Sir, my demand is that Darbhanga-Nirmali railway line should be converted into broad-gauge line. A passenger train between Darbhanga and Nirmali may be introduced. Similarly, a super fast train between Darbhanga and New Delhi may also be introduced. Railway should take over the railway bridge on river Kamla on Jhannharpur railway line and look after its maintenance and protection. Beautification of Jhannharpur railway station should also be undertaken.

A new railway line should be laid from Nirmali to Bhavtiahi. Ghoghardiha Railway station should be beautified. Parsa Bakhari halt should be converted into a railway station. Railway over-bridge should be

*Written speech laid on the Table.

[Shri Surendra Prasad Yadav]

constructed on Digghi and Ankora railway crossings at Hajipur-Muzaffarpur road.

The rail fare of the ordinary second class should be reduced. Rajdhani Express should run directly between Patna and New Delhi, so that it could cover the distance between Patna and Delhi within 12 hours.

Priority should be given to safety and security during rail travel. At present, the contractors providing catering services in the railways earn a lot of profit, but the food provided is of inferior quality. Its quality must be improved.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, it is a real privilege to travel in this late running train, that is, to participate in the discussion on the Railway Budget. It is also my privilege to speak at the early hours of this day at 3.00 a.m. I do not propose to take much time. But I do hope that our late sitting would ensure that the trains run on time all over India. If we are able to do something to that extent, I think, that would have been the best effort which we could make. So my first point is that our trains should run on time. My second point, is that, we know the real constraints of the Government and the Ministers, within the constraints, they have done a good work though they had to squeeze the poor people to some extent and the rich people to a very good extent. My third point is that our Kerala State had some very serious complaints. After the presentation of the Budget, we are happy to say that the hon. Minister called the Members of Parliament from Kerala—we had a discussion—and there some of the points have been taken care of.

Sir, I am restricting myself to the matters pertaining to Kerala. I endorse what has already been stated by my learned friends from Kerala. I only want to add one or two points to what has already been stated. I am not repeating anything. I am only endorsing them.

MR. CHAIRMAN : Most of the points have already been highlighted.

SHRI P.C. THOMAS : I wish to highlight one aspect. The Indian Railways have got 62,500 kilometres of line. If you take the population of India as 90 crores, then the per capita railway line can be taken like this, that is, 14,240 people share one kilometre of railway line in India. Unfortunately, in our Kerala State, we have 1,445 kilometres of railway line, and the population is three crores. If you take the per capita, 28,722 people share one kilometre railway line, which is half of what the national average is. So, I would submit that in regard to new lines, as far as Kerala is concerned, we are entitled

to get the per capita railway line doubled in order to reach the national average. That is the only point which I would like to make.

SHRI P.M. SAYEED (Lakshadweep) : It is a vital point.

SHRI P.C. THOMAS : You have to keep this per capita line in mind when you consider new lines.

I may bring to your notice that there is one railway line to Sabarimala starting from Angamalai, which is about 136 kilometres in length. A survey of this line was ordered on May 18, 1994 and the survey report was approved by the Railways. The Government had approved this line and it was decided to construct the line. It was taken up in the last Railway Budget and passed by the Lok Sabha. It was said that some formalities had to be met, that it would be taken up in the Cabinet Committee on Economic Affairs, and once it is passed, more money would be allocated. Of course, only a token amount can be allocated now, and we know that more money cannot be allocated at this stage. But on behalf of the people of Kerala, we would urge the hon. Minister to please take up this matter with the CCEA immediately and get it passed so that money could be allocated for this and the construction of the line could be taken up. By this, the injustice done in terms of per capita line could be taken care of to some extent.

03.00 hrs.

You are pleased to give an assurance to the MPs from Kerala where you had said that construction of this line would be given top priority. I will be very much obliged to the Minister through you, if the Minister could give an assurance in the House so that it would be an assurance to the people. That would be a great thing as far as our State is concerned. May I expect such an assurance from the hon. Minister?

SHRI NITISH KUMAR : Whatever assurance I had given to my friends from Kerala, it is as good as assurance given on the floor of the House.
...(Interruptions)

MR. CHAIRMAN : Please conclude.

SHRI P.C. THOMAS : I hope, the top priority will be given by the Minister to this.

SHRI NITISH KUMAR : Yes.

SHRI P.C. THOMAS : Since the hon. Minister has given the assurance, I do not propose to take a single minute more. I thank the Minister for giving this assurance.

[Translation]

SHRI DOWARKA PARSHAD BAIRWA (Tonk): Hon'ble Chairman, Sir, I oppose the Railway Budget presented by the Hon'ble Railway Minister because in this budget Rajasthan has been neglected. You know fully well that in Rajasthan broad gauge line is only 21%. There are large reserves of minerals there and it is a land of the brave and it is here that nuclear tests are conducted, but without paying any attention to the development of railway in Rajasthan, its area and population, the hon'ble Railway Minister has made no provision for it. You know that Rajasthan is one such backward state where only 5% electrification of railway track has been done. 80% of national and international tourists visit Rajasthan. In spite of that even today, Rajasthan has been neglected in the matter of electrification of tracks.

Sir, even though 50 years have passed since we achieved independence yet in my constituency there is no railway facility. District Headquarters is situated there but even today there is no railway facility. This time I would like to thank Hon'ble Minister because he has kept provision for survey to connect Tonk which is district headquarter with railway line... (Interruptions) My request to you is that the work of survey should not remain on paper rather it should be started in effective way so that people can get relief because people are suffering from poverty, unemployment and starvation there. Farmers are also in distress. Even today there is no industry there. That State is very backward, you should visit that area to see the conditions in which they are living.

03.04 hrs.

[SHRI RAGHUVANSH PRASAD SINGH *in the Chair*]

In Tonk district metre gauge train was running from Jaipur to Fagi-Maalpura-Todarai Singh since British time but five years ago that metre-gauge line was removed due to some reason. The result is that even today property worth crores of rupees is lying unused. No one knows the logic behind removing that metre gauge line and who is responsible for this negligence. We have seen the conversion of metre gauge into broad-gauge but we have not seen removal of metre-gauge. It is gross injustice to this district. Near Tonk district, there is Niwai Tehsil through which the super fast trains are running on broad gauge to Chennai, Howrah and Mumbai. Till such time the survey work is completed and trains are introduced, these trains should be given a two minutes halt there so that people could avail of railway facility. Besides, two years ago in my Lok Sabha Constituency four trains were running in Samar, Fulera, Rainwal etc. I do not know why those trains were withdrawn. Of those four trains

you should run atleast one train so that thousands of farmers who are deprived of train facility could get its benefit. People and the farmers are very distressed there. I would like to give you one suggestion about Rajasthan. If you want to develop Rajasthan you should introduce one new train from Delhi to Tonk via Bhiwadi, Nimrani, Kotputli and Jaipur etc. so that traders could also get the facility. It will result in industrial development also.

The railway crossing gate always remains closed, as a result of which people of 10-15 villages have to take unduly longer routes. In the evening, watchman runs away after closing railway gate. Not even a sick person can cross that railway crossing. Besides, the farmers have to face difficulty there.

In the end, I would like to request you that the survey work should be completed as early as possible so that people can get railway facility. I would also request you to pay attention to our district to facilitate its development

MR. CHAIRMAN : Please do not take more than five minutes.

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Hon'ble Chairman, Sir, I will obey your order and I will not give any speech, rather I shall confine myself to my constituency and shall put forward my demands in a proper manner. The entire country appreciated the Hon'ble Minister for presenting a balanced Railway Budget and I also associate myself with that. Sir, I would like to give three suggestions. One suggestion is that I would like to request Hon'ble Minister and Government that the way the Railway Ministry in the previous Government has been giving reply to the letters of Hon'ble Members, I fully condemn that reply. In the year 1991 when I was elected, the first reply given to me by the Railway Ministry was like this. Dear Prabhu Dayal Katheriaji, we received your letter. The letter has been forwarded for further action. Then I again wrote a letter in 1992 and I was given the same stereo-typed reply. I had replied to it in 1994. I have got with me the copies of the letters which I wrote to the Ministers.

MR. CHAIRMAN : What is your demand, you please tell that.

SHRI PRABHU DAYAL KATHERIA : That is what I am telling. I am telling about our Minister and the government.

MR. CHAIRMAN : You talk about yourself as to why you have written letter.

SHRI PRABHU DAYAL KATHERIA : Both the Ministers are responsible Ministers.

MR. CHAIRMAN : What is your point, why you are not coming to that?

SHRI PRABHU DAYAL KATHERIA : Sir, I am coming to the point.

MR. CHAIRMAN : What is your question? It is about railway line or running of trains?

SHRI PRABHU DAYAL KATHERIA : These kind of replies are given to Hon'ble Members. The reply should be given again about the action taken. ...*(Interruptions)* If you keep on interrupting me then how shall I be able to make my submission. Please have patience. I have been sitting in this House since evening. I am not a new member. I have been a member of Lok Sabha for the last three consecutive terms.

MR. CHAIRMAN : You had given the suggestion that Hon'ble Members should speak about their constituencies only. Till now, you have spoken for two minutes but you did not even mention the name of your constituency. You are not adhering to your own suggestion.

SHRI PRABHU DAYAL KATHERIA : During the regime of Shri V.P. Singh, a survey was conducted for the railway line between Agra and Fatehabad via Bateshwar-Farera. To connect the Guna railway line with U.P. border, survey of this line was conducted in 1989 which was again conducted in 1992. In 1996, when Shri Paswan was the Railway Minister, the survey of this line was conducted once again. The Government has already spent lakhs of rupees on these three surveys. An assurance was given time and again in the House that the proposal would be accepted in the budget after conducting the survey. All the former Prime Ministers of the country whether it was Shri Narasimha Rao or Shri Devegowda took care of their own areas and got some work done there. I am talking about my own constituency. Bateshwar is an important place as it is birth place of our Prime Minister Shri Atal Bihari Vajpayee. The matter regarding the railway line of that area has been raised many times. I have collected full details about it. I could produce the data if I wished. Members have spent whole night here to get an opportunity to speak. I would like to request both the Ministers that keeping in view the graciousness of Shri Atal, the work should be initiated on the new railway line for which survey has already been conducted. The work which an hon. Member is trying to get done for the last 10 years should be completed. It should be included in the supplementary budget if it is not possible to include the same in the regular budget. People of our country will praise this step.

In my constituency, tourists from all over the world come to Agra and Ferozabad. In 1986, Shatabdi Express

train was introduced there. This train is neither maintained properly nor the catering service is satisfactory, but passengers have to pay full amount of fare. Rs. 75 are being charged for the food provided in the train though a person can satiate his hunger by spending Rs. 20/- only. A person can reach Agra spending Rs. 50 only. Today, he is paying Rs. 550 to the Railways. Now, our Government is in power. My suggestion is that proper maintenance of train and better catering facility should be ensured in this train commensurate to the fare charged by the railways.

Ferozabad is an industrial area. It is known as 'Suhag Nagari.' Businessmen from all over the country come to Ferozabad. There is no train for Puri from there. I have requested three times for the same. All the letters that I wrote about it are with me right now. I as well as the people of our country will be grateful to you if a two minutes stoppage is provided here to a Delux train for Puri and also to Howrah-Jodhpur train which a good train. In 1996 when Shri Paswan was the Railway Minister, I requested him to computerise the railway reservation system at Ferozabad. The hon. Minister has stated about computerisation of the system at 339 stations. I fail to understand how Ferozabad has been left out. We were given assurance that arrangement for computerisation would be made at Ferozabad. So, computerised reservation system may please be arranged there. I would like to state two more things. State Government has already sent a proposal to the Railway Department for the construction of an overbridge in Sukhava. This bridge is in my constituency. All the proposals for over-bridges are with you, complete in all respects. State Government has also decided to allocate the land. I have requested hon'ble Shri Kalyan Singh to get it done from the PWD. Mr. Chairman, Sir, traffic remains jammed for nearly 30 minutes quite frequently at Sainya which falls on Delhi-Mumbai National Highway. Such traffic jams cause unnecessary delay which in turn, resulted in the death of three-four pregnant women due to non-availability of medical aid in time. Therefore, I request that Shikohabad and Sainya overbridges be constructed and a railway level crossing at Chanmar gate in Ferozabad may also be provided. With these words I conclude my speech with a request to the Hon'ble Minister to accept my demand.

ER. SHANKAR PANNU (Shri Ganganagar) : Hon'ble Mr. Chairman, Sir, through you, I would like to submit that the Rail budget presented by the Hon'ble Minister of Railways is not a good budget; hence, I oppose it. I oppose this budget on the grounds that no facility has been provided for Rajasthan in this budget. No provision has been made for the north-west part of Rajasthan touching the Indo-Pak border. Some broad gauge lines

were laid in that area long ago so as to fulfill the requirement of the military. However, no new line has been added ever since. The Sarupsar-Ganganagar line was sanctioned previously and for that line also, a budget allocation of only one lakh rupees and a mere ten thousand rupees was made in the year 1997-98 and 1998-99 respectively, which gives rise to the apprehensions as to when this work will be completed at this pace. I would like to submit to the Hon'ble Minister that this area has been virtually isolated in terms of railway network facility. The area had developed as a trading centre due to irrigation facility, however, the situation has worsened to such an extent at present that all the people are migrating from that area. Hence I want that this metre gauge line should be converted into broad gauge line soon. Similarly a meagre budget provision has been made during the current year for the sanctioned project of gauge conversion of Diwari-Sadulpur line and I demand more budgetary assistance for this project. As regards the Ganganagar-Jaipur line, Jaipur is the capital of Rajasthan and Ganganagar is strategically a very important area where wheat and cotton is grown in abundant quantity, which is also sent throughout the country. However in the absence of a broad gauge line, the produce is transported by trucks and the farmers have to pay more for the loading which does not go in their favour. Hence this line should be converted into a broad gauge line. I would like to make a suggestion to the Hon'ble Minister regarding a new line. If a line is laid from Ganganagar to Anupgarh along the Indira Gandhi canal project and the Ganganagar-Anupgarh-Falandi line is laid, it will connect Anupgarh to Mehsana via Falaudi, Jaisalmer and Barmer. It will provide a short cut route from Amritsar to Mumbai and Kandla which will help in making the loading cheaper besides providing facility to the passengers. Hence I request that a survey should be conducted for laying this new line. I would also make a request for introducing an Intercity rail between Anupgarh and Delhi as thermal project is located at Suratgarh and it is also a big centre of airforce and armed forces.

Besides, it is a major agricultural centre. Therefore, a train should be introduced from here to Delhi via Bhatinda. A new fast train should be introduced from Ganganagar to Sadalpur via Delhi.

Mr. Chairman, Sir, there is a train running between Ganganagar and Jaipur which covers a distance of 502 kms. in 13 hours. I think there would not be any other train in India which covers a distance of just 502 kms. in 13 hours. Jaipur is the capital of Rajasthan. People of Rajasthan frequently visit the city for various needs. Therefore, I would like that an Inter-city Express train should be introduced from Ganganagar to Jaipur.

Mr. Chairman, Sir, the platforms at Suratgarh, Ganganagar and Hanumangarh are still half built. There is no roof on these platforms. There is no facility of drinking water even. I request to improve the condition of these platforms and all other facilities should be made available there.

Mr. Chairman, Sir, there is a heavy traffic on Highway no. 15 between Hanumangarh and Ganganagar. All the time, trains from Punjab and Rajasthan pass through it. Therefore, there is a need to construct an over-bridge there. Besides, I have a suggestion that the surplus land along the railway lines should be given to the farmers on lease basis so that they could grow foodgrains there. This will lead to production of thousands of tonnes of more foodgrains in our country. Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak.

SHRI SHANKER PRASAD JAISWAL (Varanasi) : Mr. Chairman, Sir, I am going to follow your instructions. Thank you for giving me an opportunity to speak. Your name "Nitish" stands for the God of Justice and ethos and you have justified your name by presenting this very budget. I thank you while supporting the budget.

Mr. Chairman, Sir, the hon'ble Minister has introduced a train between Mumbai and Varanasi. Marudhar Express which was earlier running for four days a week will now run all the seven days. You deserve commendations for this. It is a wise step that freight rate has not been increased. In order to provide a relief to industry and agriculture in railways, there is a proposal to reduce the categorisation of lime stone by one category. For this also, he deserves commendations. He has decided to introduce 10 new trains. The frequency of 11 trains has been proposed to be increased. There is a proposal to extend the route of three trains. All these steps are praiseworthy for which even the opposition should congratulate him and praise the rail budget. Such type of Budget has not been presented during the last 50 years. The provisions of current budget exceeds that of the previous one by 1200 crore rupees.

Mr. Chairman, Sir, you must have been affected by the foul smell which was spread during the tenure of the previous Government when recruitment in railways was going on. The corruption and irregularities in the railway recruitment all over the country is no more a secret. We should be thankful to the Government that just after becoming the Railway Minister, Shri Nitish Kumar has set up a Railway Recruitment Board under the Railway Board to curb corruption and check the irregularities. All other recruitment boards will work under this board. I have read the statement given by the Chairman of Railway Board in which it has been mentioned that instead of 19, 24 coaches will be attached to a train and after

[Shri Shanker Prasad Jaiswal]

sometime, 24 coaches will be attached to a train and after sometime, 24 coaches will be further increased to 26. Passenger traffic will improve and poor people will get relief by this decision. This is also a commendable job on the part of the Government. No amount of words will suffice to praise the Government for the work it has undertaken like laying of new railway lines, conversion of metre gauge into broad gauge and to increase the frequency of the long distance trains. Now unemployed youth can travel free while going to appear in an interview. "Only the wearer knows where the shoe pinches". I know what poverty is. I am one of those who could not appear in the interview due to lack of money. On behalf of all those unemployed persons, I thank the Government for this decision. Similarly, concessioning the railway fare has been provided to the aged people also. Their well-wishes will be with the Government and also the Railway Minister.

I would also like to say that haulage of goods is in a bad condition. Earlier the ratio of freight carriage was 60:40. 60% of the goods were hauled by the trains and 40% was the share of the road through trucks. But, today the situation is reverse. 40% is carried by trains and 60% is carried by road transport. Taking this into account, the Government has not hiked the freight rate. However, the steps taken by the Government will increase the income of the railway department. I would like to make a suggestion.

MR. CHAIRMAN : Please conclude.

SHRI SHANKER PRASAD JAISWAL : Mr. Chairman, Sir, a provision should be made to implement a system where loaded trucks should be transported through the goods trains. Surplus railway land should be put to commercial use and railways should be used as an advertising medium to earn more revenue. I have all along praised the Government's decision till now but I would also like to express my grievance. I hail from Varanasi and we have demanded two over-bridges to be constructed there. State Government has already sent a letter to the Railway Department in this regard. Immediate approval should be given to the construction of an over-bridge in Maduadeeh and Ghamhapur (near Lohta). A large amount of money has been provided in the Budget for electrification. The hon. Minister is requested to get done electrification of railway track between Mugalasarai-Varanasi-Allahabad a distance of 100 kms.

In the end, I would like to state that a shuttle train between Mugalasarai and Varanasi runs only twice daily. For one year, till the Lal Bahadur Shastri bridge is constructed. ...*(Interruptions)*

MR. CHAIRMAN : Please conclude.

SHRI SHANKER PRASAD JAISWAL : I will take only one or two minutes. As you belong to our school of thinking, so please look after our interest. Mughal Sarai-Varanasi shuttle train should be run hourly for one year because Shastri bridge is going to start in December. After that its necessity will be reduced. There is a need to introduce an express train for the poor from Howrah to Gaya via Varanasi, Shahganj, Azamgarh and Ballia. The Rajdhani Express running between Patna to New Delhi which passed through Varanasi twice a week should be run daily. If it cannot be done, then a fast train from Varanasi to Delhi should be introduced which should run at night and be named as Kashiraj Express. Even if this also cannot be done, then Prayagraj Express should be introduced which should start from Varanasi and end at Varanasi. ...*(Interruptions)*

MR. CHAIRMAN : Your time is over. You please sit down.

SHRI SHANKER PRASAD JAISWAL : If you cannot do even this then from Magadh and Tinsukhiya. ...*(Interruptions)*

MR. CHAIRMAN : You give your remaining suggestion to Hon'ble Minister.

SHRI SHANKER PRASAD JAISWAL : As both trains leave Mirzapur at the gap of 1 to 2 hours, one train should run via Varanasi so that people of Varanasi can get its benefit.

MR. CHAIRMAN : You have given your suggestion. Now you please sit down.

SHRI SHANKER PRASAD JAISWAL : This is very important issue. The reservation facility and sufficient quota should be made available in all the train passing through Varanasi. A direct train should be introduced from Varanasi to Bangalore because it is an important trading centre for silk. Both Agra and Varanasi should be connected because both are tourist centres. Therefore, one direct train should be introduced from Varanasi to Agra and from Agra to Varanasi. ...*(Interruptions)* There is dire need to construct a big retiring room at Varanasi. The land of the farmers of Kanchanpur village, Varanasi was acquired during 1986-87 for the expansion of Divisional Railway and they were assured that one of their family members would be given job. But it has not been done till date. At that time their children were minor but now they are adults. They must be given jobs.

With these words, I support the Railway budget, and thank the Hon'ble Minister.

SHRI RAMPAL UPADHYAY (Bhilwara) : I got an opportunity to speak for the first time in the Lok Sabha

in the morning of 9th June. I thank you for this. I would like to start my point from 'the new age of the China train'. China is discouraging the use of fuels like Diesel in trucks. Here 20% of pollution is due to trains whereas in China 80% of pollution is due to trucks and other vehicles. ...*(Interruptions)*

MR. CHAIRMAN : What do you want to say, please give your suggestion.

SHRI RAMPAL UPADHYAY : I am speaking on my subject. When you were sitting over there, you were speaking but now you are not allowing us to speak even for one minute.

MR. CHAIRMAN : What do you want to say?

SHRI RAMPAL UPADHYAY : Whatever I have thought, I want to say all that. I claim that what I am going to say has not been said so far by any member.

MR. CHAIRMAN : That is why we are asking.

SHRI RAMPAL UPADHYAY : I am saying my point but you are interfering again and again. If you want then I will sit. ...*(Interruptions)*

MR. CHAIRMAN : What do you want to say, please tell.

SHRI RAMPAL UPADHYAY : I would like to request you that there is need for radical change in the functioning of railways. In nut-shell, I would like to thank the Governments of Tamil Nadu, Maharashtra and West Bengal Government because they are giving Rs. 100 crores each and 25 crores respectively to railways.

My first suggestion is that transportation is not only a Central subject but it is also a State subject. Therefore, with a view to reduce pollution what Hon'ble Members are demanding is correct because railway means development, industrial progress. I would like to say that we should follow China in this regard. I felt regretful on learning that in Fourth Plan railway budgetary support was 72%, in Fifth Plan it was 75% and in 1995-96 it has been reduced to only 18%. It is a sorry state of affairs. Today 80% of transportation is done through railway and 20% of transportation is done through trucks. But 20% transportation of goods through trucks causes 80% pollution and 80% of transportation through railway cause 20% pollution. If you give me one minute time I would quote figures. Today as compared to 6-7 single rail lines there are 15 road lines. Accordingly the Diesel pollution is more. Similar is the case of fuel consumption-in railway fuel consumption is 23,419 litre whereas in trucks fuel

consumption is 1,80,711 litres. Air pollution due to railway is 860 and air pollution due to trucks is 6365. My request is that atleast we should discourage trucks and for this Tourist Department should help Railway Department. Similarly our Surface Transport Department should also help them. The Central Government should also help them in their budget because it is need of the hour. Railway is going to build our future. As there is no much time left, I am coming to my constituency Bhilwara. I am grateful to Hon'ble Minister because in the year 1995-96 and 1996-97 he has allocated Rs. 5.01 crores for gauge conversion of 300 km long Ajmer-Bhilwara-Chittorgarh-Udaipur railway line but with that amount only Rs. 50 lakh has been spent. I personally thank him because this year he has allocated Rs. 20 crores. I would like to say that Ajmer-Bhilwara-Chittorgarh-Udaipur line is an important railway line and would like to quote two three figures. Bhilwara is known as the Manchester of India in textiles. The gauge-conversion of Ajmer-Chittor is 180 km. Out of this 180 km, 24 kms is defence area of Nasirabad. The biggest Military Centre is situated between Ajmer and Nasirabad. That area has been included in this.

Today 20% of the total production of textiles in the country is done in Bhilwara only. Of all the minerals like zinc, lead, silver, mined in the country 40% of it is mined in Rampura, Aagucha and Rampura Darib area of district Bhilwara. These areas have large deposits of minerals. Similarly, 500 tonnes of coal arrives in Bhilwara daily. One thousand tones of zinc, lead is transported to Chittor. Similarly an inland container Depot has been sanctioned for Bhilwara. In the absence of that, its all going to waste.

MR. CHAIRMAN : Now, please conclude.

SHRI RAMPAL UPADHYAY : Please allow me to speak for two three minutes.

MR. CHAIRMAN : No, I will allow you to speak only for one minute because you are going on and on. I have said to conclude. ...*(Interruptions)*

SHRI RAMPAL UPADHYAY : I cannot conclude in one minute so, please let me speak. I am requesting you that I may be allowed to speak. Just now you said something there but now you are saying something else. Huge quantity of minerals are exported to other places from Bhilwara. Two crore metres of cloth is being exported every year. In zinc, India. ...*(Interruptions)*

MR. CHAIRMAN : You are saying that Bhilwara is very important in cloth but what do you want from the railways?

SHRI RAMPAL UPADHYAY : An amount of Rs. 20 crores has been allocated in this budget for gauge

[Shri Rampal Upadhyay]

conversion of this route. My humble request is that this amount should be increased. Secondly, since you are not allowing me to speak for longer time, I am coming to the Tourism point. One day 50-60 foreign tourists came to Bhilwara in a bus because this broad gauge line is upto Ajmer only. From there onwards only metre gauge line is there. ... (Interruptions) I am saying this because I want that gauge line should be converted so that people of Chittor, Udaipur and Bhilwara would get its benefit. Now I am coming to Rajasthan. Border of Rajasthan is connected with border of Pakistan. Just now the Hon'ble Member said that Pokran, Barmer and Sriganganagar should be converted into broad gauge line. I request you to convert Dausa, Gangapur city, Agra Fort-Bandikui, Kota-Chambalpul doubling, Luni-Barmer, Sriganganagar-Swaroopsar canal and Alwar-Mathura railway lines into broad gauge lines. Lastly, Ratlam, Banswara, Dungarpur-Banswara is a tribal area and it is still deprived of railway facilities. My request is that that area should also be included in this and the Ajmer-Chittor-Udaipur line should be extended upto Ahmedabad via Durgapur. Udaipur-Marwar railway line should also be converted into broad gauge line. My last request is that survey of Nathdwara-Todaraisingh was completed in 1986-87 and an estimate of Rs. 74.73 crores was drawn up but that line is still under consideration and is pending. I request the Hon'ble Minister to consider this matter also. The hon'ble Minister is very kind hearted, he is accepting the Bhilwara plan. I will talk to him personally about stations of Bhilwara and other things.

SHRI ASHOK PRADHAN (Khurja) : Mr. Chairman, Sir, I would like to speak about my constituency only. First of all I would like to thank you because you have given me an opportunity to speak. I also thank the Hon'ble Railway Minister for presenting such a good budget. In these 50 years I have not seen such a good budget. Through this budget the Railway Minister has exposed all previous Governments who were in power during these 50 years.

I would like to draw the attention of Hon'ble Railway Minister towards some problems of my constituency from where I have been elected. Even earlier also in 1996 I had placed my problems before the then Railway Minister Shri Ram Vilas Paswan. He had also given me an assurance but nothing was done. My parliamentary constituency is Khurja which is a world famous centre for its pottery. People of entire world know about this constituency. It has very big pottery market from where export is also done. But not even a single express train has a stoppage there. My demand is that Express Train should be given a halt there for one minute. Similarly, there is no train for Lucknow from Bulandshahar which is my district. One train should be introduced from

Bulandshahar to Lucknow. Noida and Greater Noida also come under my parliamentary constituency which are famous industrial cities of Asia, but these are not linked with railway line. My requests is that railway line should be laid there. Last time also I had pleaded that metro railway should be introduced in Noida as is proposed for Delhi. Noida and Greater Noida should also be connected with Delhi. I was given an assurance that these will be connected. Survey has already been conducted there. Two months ago it was said that survey has been conducted and the work is about to start. My demand is that immediate action should be taken to connect these places with metro railway. Lakhs of labourers commute to that area daily. Industrialists also have to visit that area because many industries and offices of multinational companies are situated there.

Similarly, a new train for Palwal from Meerut via Khurja, Bulandshahar and Jevar should be introduced so that Jevar and Palwal which fall in Uttar Pradesh and Haryana respectively are connected.

In the end, I would like to make a request to Hon'ble Minister of Railways that I have submitted all these points in writing also several times, hence, attention may be paid to them.

Mr. Chairman, Sir, the Rail budget presented by Hon'ble Minister of Railways of the BJP led Government is commendable and for which I would like to congratulate Hon'ble Prime Minister, Shri Atal Bihari Vajpayee and Hon'ble Minister of Railways, Shri Nitish Kumar. This Rail budget will not only beneficial for the people of a special class, but it will also provide relief to the common man.

I am happy that I have been given a chance to speak during the discussion on the Rail budget. Through this House, I would like to draw the attention of the Hon'ble Minister of Railways towards some major problems pertaining to my constituency and would request him to remove these problems.

My constituency Khurja touches Delhi. A large number of people from my constituency commute to Delhi daily by rail and in view of this, the people of my area have been making a demand for providing stoppage of all Express trains at Khurja city. A demand is also being made for running the Khurja-Delhi shuttle from Khurja city station instead of Khurja Junction. However, no concrete progress has been made in this regard so far.

I request the Government to take appropriate effective steps soon with regard to providing a stoppage for all Express trains at Khurja city and running the Delhi shuttle from Khurja city.

The residents of my constituency have been making a demand for introducing a direct train service from Bulandshahar Khurja to Lucknow for quite a long time and I have also raised their demand in the House. Still such an important demand has not been met so far due to which there is widespread resentment amongst the people of my constituency because the residents of Bulandshahar/Khurja have to come to Hapur or Delhi in order to travel upto Lucknow which causes waste of money and time. Hence, it is important that Hon'ble Minister may consider this demand being raised by the people of my constituency sympathetically and take appropriate steps to provide a direct service from Bulandshahar/Khurja to Lucknow.

Noida/Greater Noida falls under my constituency and is quite close to Delhi. A survey has been conducted to connect this area with the railway network and the survey report is under consideration of the Government. However the residents of the area are facing inconvenience due to undue delay in this regard. I request the Government to take immediate action on this survey report and provide Ring Railway service in Noida/Greater Noida by connecting this area with the Railway network.

A survey has been conducted for laying a new rail line for Meerut-Bulandshahar-Khurja-Jewar-Palwal. However, no progress has been made in this regard after the survey. I request the Government to kindly take appropriate action to lay the above mentioned rail line.

There is no facility for ticket reservation at Khanpur Railway Station falling under my constituency Khurja, due to which the passengers are facing difficulties. The Government may kindly provide the ticket distribution facility at Khanpur Railway Station.

Sir, the District Bulandshahar falling under my constituency Khurja, is the largest producer of milk in the country. A large quantity of milk is supplied to Delhi from this district. However, this district is not well connected with Delhi in terms of rail facility. If Chola station is converted into a junction and new trains are introduced for Delhi for the benefit of the milk sellers, it will not only ensure the supply of milk in Delhi but it will also benefit the milk producers of District Bulandshahar of my constituency Khurja.

Sir, not taking any more time of the House, I would once again like to congratulate the BJP Government, as the Minister of Railways under the BJP led Government has presented a very good budget and I hope that the problems towards which the attention of hon'ble Minister of Railways has been drawn, would be considered sympathetically and removed for which I and the people of my constituency will ever remain grateful to the BJP Government.

SHRI RAMESH CHANDRA DWIVEDI (Banda) : Mr. Chairman, Sir, whether the names are not being called out in the same order in which the names had been forwarded by the Members. What is the criteria in this regard? As I have been elected to the House for the first time, I want your guidance in this regard as I am unable to understand as to how the names are being called out.

MR. CHAIRMAN : Please take your seat. I am calling out the names as per the printed list with me.

SHRI RAMESH CHANDRA DWIVEDI : Please see whether the names of the Members from the ruling party have been called out or not?

[English]

MR. CHAIRMAN : Thank you.

Shri Sai Prathap Annayagari-Not present.

Shri Venkatarami Anantha Reddy-Not present.

Shri K.C. Kondaiah-Not present.

Shrimati Usha Meena-Not present.

Shri Manikrao Hodlya Gavit-Not present.

Shri Naresh Puglia-Not present.

Shri Ranjib Biswal.

SHRI RANJIB BISWAL (Jagatsinghpur) : Mr. Chairman Sir, in the Railway Budget for 1998-99 presented in this August House, it appears that all points have been touched beginning from construction of new railway lines up to sports, but it does not exhibit rational distribution of projects and programmes. I cannot say what is the reaction to this Budget in other States. But for Orissa, it is a very disappointing one.

Sir, I would like to remind the hon. Minister that when he was giving the Budget Speech, the B.J.D. people had walked out. I do not know what has happened since then. What is the reason that they are now supporting the Government? ...*(Interruptions)*

SHRI NITISH KUMAR : My young friend, what will satisfy you? We have given you too much. Percentage-wise, this is the highest allocation for Orissa.

SHRI RANJIB BISWAL : My area has not been given anything. I will tell you right now. I represent the Jagatsinghpur Constituency, which is the coastal area of Orissa. The Paradip Port is under my Constituency. I would like to tell you a few things which have not been

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included as far as the Paradip Port is concerned. Doubling of Raghunathpur-Gorakhnath-Rahama portion which is 28.4 kms of Cuttack-Paradip rail link requires Rs. 28.4 crore for its completion. However, the hon. Minister has given only Rs. 16 crore. I think, it will require another Budget to see the day.

Another instance of deficiency in providing rail link to the Paradip Port is inadequate provision of funds for two railway bridges on river Birupa and river Mahanadi. The anticipated cost for both these bridges is Rs. 93.10 crore. However, the current Budget provision is Rs. 17.18 crore. At this rate, this will take more than five years to be completed.

SHRI RAM NAIK : What was the last year's provision? ...*(Interruptions)*.

SHRI RANJIB BISWAL : When will it be completed? ...*(Interruptions)*

SHRI RAM NAIK : It does not work like that. ...*(Interruptions)* Ultimately, rupees one crore has been provided and now the work would start. If Rs. 17 crore are spent in one year, it would not be very difficult to even increase that amount later on. But Rs. 17 crore must be spent.

SHRI RANJIB BISWAL : As far as these two bridges are concerned, the anticipated cost is Rs. 93.10 crore. But you have given only Rs. 17.18 crore. What will be the Budget provision for the next two years?

SHRI RAM NAIK : Foundation takes time. ...*(Interruptions)*

SHRI RANJIB BISWAL : There is a meagre provision for works which are in the last phase in Orissa. Those cases are Talcher-Sambalpur, Daitari-Banspani and Lanjigarh to Junagarh. The anticipated cost is Rs. 100 crore, but the current year's Budget provision is rupees two crore. When will these projects start? So, with this small amount of rupees two crore, it is not possible to carry out the works. How many years will they take for completion? ...*(Interruptions)*

Similarly, for completion of gauge conversion work of Rupsa-Bangiriposi railway line measuring 89 kms., an amount of Rs. 60 crore has been provided in the Budget. So far the expenditure incurred is only Rs. 1.88 crore. This is the Budget allocation which the hon. Minister has given.

Last time, the former Minister of Railways, Shri Ram Vilas Paswan laid the foundation stone for Sukinda-Budapank Railway line. But there is no provision for this railway line in the Budget.

Orissa could not have a Railway Headquarters within the State. After years of appeals to the Government of India and also through some agitations, it was conceded that a zonal Headquarters will be established in Orissa for the Zone called East Coast Railway Zone. Its anticipated cost is shown in the Budget as Rs. 41.23 crore and the current year's provision is Rs. 4.50 crore. There is no notification to take Vulteer-Sambalpur into this East Coast Railway Zone. Without a notification how does the Zone work? I want to have answers to all my questions from the hon. Minister.

The Rajdhani Express, at present, is running two-times a week. We demand that it should be run four-times a week.

But it has not been done so far and it is running twice a week. The famous Konark Sun Temple is situated in my constituency. A train by name Konark Express is running from Bhuvaneswar to Mumbai. But till today Konark has not seen the railway line. Konark is one of the most important tourist spots in Orissa, but there is no railway line there.

Lastly, as a sportsman I would like to congratulate the hon. Minister for the success of the Indian Railways in the field of sports. At the same time, I would like to know what is the provision he has made for the sportsmen the Railways have employed and what is the incremental budget that he is going to provide for them this year.

[Translation]

SHRI RAMESH CHANDRA DWIVEDI (Banda) : Mr. Chairman, Sir, I am grateful to you for having given me a chance to express my views on this very important item of discussion. The Rail budget in the august House of the largest democracy in the world to which I have been elected for the very first time. I rise to support the budget presented by the Minister of Railways under the able guidance of the Prime Minister, Shri Atal Bihari Vajpayee. I also support the budget because for the very first time such a popular budget has been presented wherein no additional burden has been put on the poor and several commendable measures have been taken. The measure taken with regard to the unemployed youth—that of giving them a chance to travel free of cost is commendable. Indian Railways have become a part and parcel of our lives which generate unity in diversity. However, the Government should re-consider the proposal of increasing the rate of the platform ticket. Many people do not buy platform ticket at all and now that the Government has increased the rates also, very few people will buy these tickets.

Sir, you might have travelled by A.C. Second Class coach. The condition of the beddings provided in these coaches is the worst. Torn and dirty bedsheets are provided and the pillows are so small as are made by mothers for their new born babies. Earlier when the contract system was not being followed in the Railway Department, the situation was quite different and one can see the difference in the pillows supplied then and now. I would urge upon the Hon'ble Minister to travel by A.C. Second class coach, look into this problem and issue directions for providing suitable beddings for the passengers. I would also like to make some points regarding my constituency. It is proposed to introduce two tourists trains from Delhi to Jhansi via Varanasi and Lucknow. I make a demand for extending it upto Allahabad via Mahoba, an area which is quite close to Khajuraho, and via Chitrakoot Dhaam, Kerby and Manikpur. Similarly a new train should be introduced from Allahabad to Haridwar via Manikpur and Jhansi and it should be named Chitrakoot Dhaam Express. Tulsī Express runs from Allahabad to Kurla via Chitrakoot Dhaam and Jhansi twice a week. It should be run daily. This train does not halt at Atarra Railway Station. Atarra serves as the educational centre for that area, hence a stoppage of this train should be provided there and reservation quota for this station should also be increased. Mahakaushal Express leaves from Hazrat Nizamuddin and this is the only train which the M.Ps. from Hamirpur and Banda take to reach Delhi, but its timing is not appropriate. It arrives at Delhi after 11 O'clock, hence we can not attend the House if we arrive by this train. Therefore its timing should be re-scheduled so that this train arrives at Hazrat Nizamuddin between 7 and 8 in the morning.

Hence such a timing should be ensured so that we may attend the House in time. Sir, I catch this train from Atarra station. There is no reservation quota in the A.C. class coach from that area. Hence, I would request the Hon'ble Minister to kindly allocate reservation quota for that area also.

Chambal Express runs between Gwalior and Howrah four days a week. I want that it should be run daily and it should be extended upto Delhi. Similarly Ganga-Kaveri, Gyan-Ganga and Tirupati Express do not stop at Manikpur Junction. A stoppage of these trains should be provided there. Bundelkhand and Chambal Express should be provided a stoppage at Bargad station.

Chitrakoot Express runs between Lucknow and Jabalpur. It is the only train running from Banda and Chitrakoot Dhaam to Lucknow. Earlier it ran upto Banda, however, later on it was extended upto Jabalpur. It passes through the District Banda and Sahuji Nagar at midnight and these are dacoit infested areas. It becomes very

difficult for the residents of the area to arrive at the station at such an odd hour. Its timing is not appropriate. Its timing should be set right so that it arrives at Lucknow at seven in the morning.

Similarly Banda, Jhansi shuttle 1523-1524 and Banda-Kanpur shuttle 1511-1512 should be started from Manikpur and run upto Chitrakoot Dhaam. Manikpur is a junction, hence these trains will be connected with the trains running on the Mumbai line.

Mahoba is quite close to Khajuraho, hence a rail line should be laid from Mahoba to Khajuraho. Similarly, it is essential to develop the Railway Station at Banda-the city of Maharshi Bamdev. There is no bridge to connect the two platforms. Similar is the situation at Chitrakoot Dhaam Kerby station where there is no proper way to move from one platform to the other. Lakhs of passengers visit Chitrakoot and there is a heavy rush of passengers at this station, hence an over-bridge should be constructed there. Atarra railway station should also be developed. It does not have even a toilet. There is no ladies toilet at this station.

An overbridge is under construction at Chaubhataka in Subedarganj, Allahabad for last five-six years and it is still incomplete. The situation has worsened there due to incomplete construction and the residents are now forced to take a diversion of couple of kilometers. I would request the Hon'ble Minister to complete the construction of this bridge. Concrete slipper factory was set up at Allahabad. It is proposed to be privatised now. I would like to submit to Hon'ble Minister that in such an eventuality, the employees will be unemployed, hence it should not be privatised. These are my suggestions. With this, I conclude my speech extending full support for the budget.

[English]

SHRI SURESH KURUP (Kottayam) : Sir, as we all know, the Railways are not mere carrier of goods and passengers. It is a great facilitator. It helps develop industry, it helps progress, and above all it helps national integration.

Sir, Kerala's interaction with the other parts of our country started effectively only after the advent of Railways. It started during the British period and it is sad to say even though some progress had been made after Independence, the overall progress made by Kerala in the Railway sector is very negligible. This is a long-standing complaint of the people of Kerala that in every Railway Budget, Kerala is being neglected. Kerala's pressing needs are repeatedly neglected. I am not repeating those points which my learned colleagues have mentioned here. As was mentioned in the Conference

[Shri Suresh Kurup]

convened by the hon. Minister, the most important demand of Kerala is the doubling of Shoranur-Mangalore Railway line. That should be given priority. Next to that I would like to say that the most important priority should be given to the doubling of Ernakulam-Thiruvananthapuram line both ways, through Alleppey and Kottayam. There is a perspective among the authorities of the Railways that since the Ernakulam-Alleppey-Thiruvananthapuram line has come, there is no need of doubling that sector.

04.00 hrs.

But that is not the case. For Kerala's overall development, the most important thing is that this line should be doubled. Earlier, it was given some priority, but now I understand that it has the least priority among the Railway authorities. So, this should be taken seriously.

Another point is about the electrification of the line. Only a very nominal amount is there in the Budget. This also should be given importance. The next point is that Kerala is the dumping yard of the Railways for dilapidated passenger and express coaches. The hon. Minister should come to Kerala one day and inspect these trains. Passenger trains' conditions are horrible and most pathetic. You cannot travel in them. So, my request is that good coaches should be sent to Kerala. The Railways should stop this practice of sending dilapidated coaches to Kerala.

Sir, this Kottayam-Eremeli, as my friend Shri P.C. Thomas has mentioned, and Angamali-Eremeli lines are important. I would thank the Minister for including in the Budget the survey of the Madurai-Kottayam line, which would also help the high ranges and also the development of Central Travancore.

These are the main points that I would like to make. I would again like to reiterate that doubling of Kottayam, doubling of Ernakulam-Thiruvananthapuram line via Kottayam-Alleppey should get priority in the Railway Budget.

MR. CHAIRMAN : Shri Sunil Khan.

...(Interruptions)

SHRI SURESH KURUP (Kottayam) : Shri Khan, you cannot behave like that.

SHRI MULLAPALLY RAMACHANDRAN (Cannanore): This is not correct. It is not proper.

SHRI SUNIL KHAN (Durgapur) : I have given notice two days before.

SHRI MULLAPALLY RAMACHANDRAN : You may be having your grievances, but this is not the way.

SHRI SURESH KURUP : It is not good on your part to behave in this way.

SHRI SUNIL KHAN : I am sorry for that.

SHRI MULLAPALLY RAMACHANDRAN : You must respect the Chair.

SHRI NITISH KUMAR : Shri Khan, first cool down and have a smile.

SHRI SUNIL KHAN : I told him once. Then he said that I would be called after two Members.

[Translation]

MR. CHAIRMAN : All the Members are in a hurry but I will call out as per order.

[English]

SHRI SUNIL KHAN : Mr. Chairman, Sir, the Budget which was presented by the hon. Railway Minister on 29th May, for the year 1998-99 has not given any direction to the people of India. There is no 'neeti' in Shri Nitish Kumar's Budget. There is a hike in the second-class passenger fare. It also deprived some railway projects from North-Eastern States to South-Eastern States of India. That is why, I oppose this Budget.

In regard to West Bengal, you have not allocated funds for long pending projects, for example, Eklakhi-Balurghat, Digha, Tamluk, Howrah, Amta, extension of circular railway from Princepghat to Majherhat which had been surveyed by RITES in 1996, extension of metro rail from Tollygunge to Garia and Dumdum to Barrackpore.

According to the discussion of the Chief Minister of West Bengal with the Prime Minister of India on 19th May, 1998, and a letter to the Railway Minister written by the Finance Minister of West Bengal for contributing this share of Rs. 25 crore for the current financial year for the railway projects in West Bengal with the expectation that a corresponding and adequate provision of funds would be made by the Ministry of Railways, the present Budget does not indicate any reference to the proposal of the State Government nor is there any gesture on the part of the railways.

In the case of Eastern India, one-third of railway freight tariff comes from Eastern India whereas West Bengal is being deprived of execution of extension of route. In case of population, Calcutta is next to Mumbai

whereas Calcutta's suburban area has only 881 trains and Mumbai has 1880 trains. So, step-motherly treatment is being meted out to the State of West Bengal.

As you know, I represent the Durgapur constituency of West Bengal. At the outset, I would like to point out that Durgapur is known as 'Rurh' area of Eastern India for its present industrial network which is expanding to cover to the needs of the nation. It is also surrounded by a vast rural belt and the junction of four districts, like, Bankura, Purulia, Birbhum and Burdwan by road. Naturally, this area needs the particular attention from the Central Government for building up necessary infrastructural facilities.

There are more than one lakh workers employed in DSP, ASP, MAMC, HFC, Phillips Carbon, ABB, Indo-American, BOGL, DPL, DCL, thermal power projects and so many small factories. The workers come from different places of these four districts as daily passengers. So, Asansol-Durgapur-Burdwan should be declared as suburban area and one new superfast train should be introduced from Durgapur to Howrah immediately because there is a heavy rush of passengers. There should be at least 12 bogies in each EMU train and every one hour there should be an EMU service from Asansol to Burdwan to cater to the needs of the people of that area. I would request the hon. Railway Minister to make arrangement to increase the frequency so that the Mayurrashi fast passenger train reaches Howrah sharp at 10.30 a.m. One Burdwan-Purulia EMU train should be introduced. If any change of timing of EMU coaches be needed, please bring it to the notice of the local MP and the Daily Passengers' Association. Tiesta-Torsha Express train via Durgapur, Andal should be introduced, as there is no other alternative train from Andal-Suri route. Durgapur station should be modernised because so many new industries are going to be set up. Already there are many industries.

The entrance of the station is so shabby that passengers find it difficult to enter the station because it is crowded by mini buses and taxis. There is a cluster of shops in the bus stand just adjacent to the entrance of the station. So, I would request that these shops be shifted to some other vacant places belonging to railway station.

MR. CHAIRMAN : Please conclude now.

SHRI SUNIL KHAN : Yes, Sir, I am just concluding.

Sir, they have allocated only Rs. 1,000 for gauge conversion of BDR Bankura which has been a long pending demand made by the Joint Convention Committee consisting of members of all political parties, teachers,

students, workers, employees, farmers and others. The BDR should be extended upto Tarakeshwar and from Beliatiore to Durgapur. I do hope the total project cost of BDR will get reflected in the Supplementary Budget on Railways.

I would also request the hon. Minister to increase the order of wagons and railway coaches to the Burn Standard and Jessop so that the industries can revive themselves from the sickness.

I appeal to the hon. Minister that engines and coaches should not be allowed to be imported and orders should be placed with a public sector enterprise so that not only it will revive but the people of our country will also stand on their own feet.

MR. CHAIRMAN : Shri Sunil Khan, please conclude now.

SHRI SUNIL KHAN : Yes, Sir, after making my last submission, I am concluding.

On the occasion of the Birth Centenary of our beloved poet Kazi Nazrul Islam of Asansol, Howrah Express should be renamed as Kazi Nazrul Islam Express. With these words, I conclude.

[Translation]

SHRI LARANG SAI (Sarguja) : Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I would also like to congratulate and thank both the Railway Ministers. They have presented a very good budget. Both the Ministers are experienced, tolerant and sympathetic persons.

Mr. Chairman, Sir, I would like to give only three suggestions. Firstly, a railway line has been laid upto Vishrampur in district Sarguja in Madhya Pradesh. This railway line should be extended upto Ambikapur District Headquarter, a destination 23 kms. away from Vishrampur as the people of Ambikapur are craving for this. If this time this railway line is not extended, then it is certain that the people of Sarguja will stop the transportation of coal from that area. My second suggestion is that a train which runs from Vishrampur to Manendragarh and stops at Manendragarh, should be extended upto Anup Pur and two bogies one for Bhopal which is capital of Madhya Pradesh and the other for Delhi which is capital of India should be attached to it. One bogie should be attached to Anupgarh-Amarkantak for Bhopal and other bogie should be attached to Sambhalpur Express for Delhi. Thirdly, I would like to request both the Ministers to write letters strongly to Planning Commission because both of them have sympathy for poor and tribals. If this railway

[Shri Larang Sai]

line is not extended upto Ambikapur from Vishrampur then I will again say that people will stop transportation of coal from there. I would urge upon you not to annoy the people of that area. You should not go to such an extent. Hence you may strongly recommend the sanction of this rail line and the release of the required funds to the Planning Commission so that this project may be approved by the Planning Commission and the laying of the rail line may commence.

Mr. Chairman, Sir, while thanking both the Ministers for presenting a good railway budget and for giving me an opportunity to speak, I conclude my speech.

SHRI KISHAN LAL DILER (Hathras) : Hon'ble Chairman, Sir, I will conclude my speech within five minutes after giving only suggestions. I am grateful to you for giving me an opportunity to speak.

The railway budget presented by Shri Nitish Kumarji is very good. I congratulate him for this also. Against Rs. 8300 crore in the 1997-98 budget, a provision of Rs. 9500 crores has been made in the interest of people. In this budget there are some points like provision for unemployed to travel free in trains. This is an historic step. 25% to 30% of concession to old people is also commendable. The Hon'ble Minister has announced that 12 new railway lines will be laid and the trips of 11 trains will be increased. Besides this he has mentioned that the number of bogies will be increased. Even that work is also commendable. Along with this I would like to place before you the problems of my constituency. There is a long standing demand for construction of an overbridge at Sanwad No. 95-A in my constituency, Hathras Junction, U.P. due to which people have to face difficulty here. Heavy traffic jam is created between Sikandrarao and Hathras due to which people have to wait for hours together. Therefore, through you I request the Hon'ble Minister to get this overbridge constructed and it will be good if you write a letter to U.P. Government for this purpose.

SHRI NITISH KUMAR : I will write letter to them.

SHRI KISHAN LAL DILER : It is an important issue and if you note this down also then I will be thankful. ... (Interruptions) I am grateful to you for this. You have given me an assurance that you will write a letter to them. We will also write a letter to them. We request you to write a letter to State Government and get half of the budget sanctioned from them. I thank you for this also. One S.K.D. runs from Hathras Qila to Delhi via Aligarh. In that parcel was booked from Hathras. Now instead of Hathras it is being booked through one agency which was formed in congress office by capitalists. That

booking was closed from that place and now it is being booked at Hathras Junction. Hathras is a business centre. It is a very big market due to which traders as well as people have to face difficulty. My request is that the booking of parcels taking place at Hathras Junction should instead be shifted to Hathras city. Qila located in the city. This will provide great relief to the traders.

Similarly, one train which runs between Moradabad and Aligarh, stops there for one hour. If that train is extended upto Hathras then it will provide great relief to the people of Hathras because from there, only one train, Gomati Express is running. Mahamaya has come under Hathras Junction. That district has become isolated. Gomati Express should also be stopped there for at least two minutes this is our important demand because people will get relief. The Hon'ble Minister has presented a budget here. Great announcements have been made in high-flown language and discussions have been held about such announcement. Laluji has stated that such an announcements were made with regard to our area which has left us concerned because it will deprive the farmers of their cultivable land.

Hon'ble Minister has presented a balanced budget. I hope he will fulfill all that work which he has said. With these words, I thank him.

PROF. AJIT KUMAR MEHTA (Samastipur) : Mr. Chairman, Sir, the budget presented claims to be different from the conventional budget. We will see its fall out in the coming time. Therefore I will see its working and will not oppose or support this budget. You will be collecting Rs. 450 crores by increasing train fares but we have our own apprehensions, because freight is the biggest source of income. Regarding the freight position every one has admitted that it has registered continuous decline. Unless we increase the installed capacity, we cannot carry more goods and can increase our income. I have doubt whether you can collect Rs. 4440 crores. For increasing the capacity.

[English]

Construction of new lines, expansion of tracks, gauge conversion, increase in operational efficiency, development of alternative routes and modernisation.

[Translation]

There are so many methods and through modernisation, we can reap instant results. For modernisation

[English]

using powerful locomotives and better coaches, increase train speed, especially of goods trains, installing

sophisticated signalling equipment, improving wagon designs and axle designs and laying suitable tracks.

[Translation]

In my opinion the suggestions which I have given will prove effective. In this connection, I would like to submit that in Samastipur, there is one very old Railway factory. That factory has earned laurels in the last world war. I want that the installed capacity of that factory should be increased and wagons of new designs be manufactured in which additional goods could be loaded. Before giving any suggestion about my constituency, I would like to say that Government should chalk out a comprehensive Transport Policy. There should be coordination between rail and road transport. They should not be competitor but complement of each other. You should make one such comprehensive policy. It will have its own benefits. Now due to heavy increase in road transport consumption of oil has increased due to which environment is also being polluted and we have to incur huge expenditure on that account.

MR. CHAIRMAN : Please conclude.

PROF. AJIT KUMAR MEHTA : I will take two three minutes. I would like to say one more thing that there is great talk about transparency these days. I do agree that there should be transparency but there are two things, I have two apprehensions. My first apprehension is that there was heavy bungling in the purchase of sleepers. Different rates have been given to different suppliers for concrete sleepers. It is a matter of concern that this was done against the verdict of Supreme Court. The Supreme Court ruled that deforestation can take place only if it becomes essential. But railway has given orders of sleepers for next ten years in advance. I feel that they have misused Supreme Court's judgement. You should get an enquiry conducted in this regard.

Secondly, recently an accident took place in Danapur Howrah train. With regard to that accident, your statement was that State Government is responsible for this, law and order situation is not good, it is a sabotage, but according to my information. ...*(Interruptions)*

MR. CHAIRMAN : Now, you please conclude. You had asked question about accident and you have already received reply.

PROF. AJIT KUMAR MEHTA : Reply to that question has come but it should be available here also. you please see your Jamalpur Laboratory's Test Certificate No. GM/M/02/579 dated 14.5.1998. Your own laboratory has given conclusion.

MR. CHAIRMAN : Now, your time is over, now you please give all papers.

PROF. AJIT KUMAR MEHTA : It means that the material which the railway have used is sub-standard and below specification. You should inquire as to who is guilty in the procurement of all these things and they should be punished. Passengers have nothing to do with fursle between the Railways and Government of Bihar, they will suffer unnecessarily. I would request that passengers should get benefit of transparency. Alongwith this, I have 3-4 more demands.

MR. CHAIRMAN : If it is in written form then you may submit them.

PROF. AJIT KUMAR MEHTA : It will take only one minute to read. There was a proposal of substituting the loco shed of Samastipur with a diesel shed. A provision to this effect was made in the previous budget as does exist in the current budget but even after so many days and spending Rs. 2 lakhs on its foundation, no work has been done there in the name of G.L. Shed. I am pained to note that no work has been done during one year. I would request you that this work should be started. Samastipur Division should again be delimited. I am pained when I go to Samastipur to seek the vote of the people because Sonpur Division welcomes one there which is a very ludicrous position hence its boundaries should be refixed.

One more railway bridge should be constructed on Samastipur station because that station has developed very much and many trains have started running on this route. All the passenger trains running from Sahrasa to Samastipur are overloaded. Since the bogies in these trains are insufficient, this number should be increased. Pusa road station is a big mango market from where mango is exported. The trains should have a halt at Angar Ghat. The matter regarding the beautification of Bassi Sarai Railway station has been pending for long. Attention should be paid towards this also. Adjacent to it, a vast land of Railways is lying unused due to which encroachments take place there. Therefore, the land should be utilized. Jansewa Express from Barauni should run daily. There is a long standing demand that there should be broad gauge line from Darbhanga to Jai Nagar. Jai Nagar is international border therefore this conversion is very essential. With these words, I conclude my speech.

SHRI RAMPAL SINGH (Domariaganj) : Mr. Chairman, Sir, I support the Rail budget presented by the Minister of Railways and drafted by Shri Nitish Kumar and Shri Ram Naik ji. It is a very useful budget for the country. During the Tenth Lok Sabha, I kept on requesting for the gauge conversion of Gorakhpur-Ghonda Rail line. I was

[Shri Rampal Singh]

always given an assurance by the then Minister of Railways Shri Jaffer Sharief that the project would commence next year. I would like to congratulate Shri Nitish Kumar for having taken up this project in the current budget. It has been sanctioned and after the approval of the Planning Commission, the work is proposed to be started. Survey of Tohrihat-Sahajanava-Faizabad-Rampur and Khalilabad-Balrampur Rail line has been completed but no action has been taken so far in this regard. This Rail line connects several Legislative Assembly constituencies. It will connect Gorakhpur, Khalilabad, Dumariaganj, hence the laying of the rail line should be started.

The Minister of Railways has implemented an assistance scheme for the poor and the senior citizens, for which I congratulate him. I would like to say something about my constituency. A super fast Express should be introduced from Gorakhpur to Delhi. Vaishali Express covers this route but there is such a heavy rush of passengers that people are forced to travel on the roof of the train. Hence additional bogies should be attached to the Vaishali Express and one more train should be introduced from Gorakhpur. An Intercity train should be introduced from Lucknow to Gorakhpur just like the one as is being run from Lucknow to Banaras and Allahabad. The three tier coaches are reserved during the day time also. Seating arrangement should be provided in such coaches during day time journey so that the daily passengers may get a seat. With these words, I would once again thank the Hon'ble Minister.

SHRI HARI KEWAL PRASAD (Salempur) : Sir, I would like to congratulate Hon'ble Minister of Railways for the budget presented wherein the financial position and the performance of the Railways throughout the country has been shown and an attempt has been made to lead not just a part but all the parts of the country on the path of progress. Though one thing bothers me. A discussion is being held on the Railways today while the people throughout the country might be sleeping. The Business Advisory Committee has introduced such a procedure for discussion and there would be thousands of such employees who will have to bear additional burden. I am mentioning this point only because it is kept in mind whenever the Rail budget is taken up in future as holding the discussion throughout the night has become a sort of convention. The Government formed under the leadership of Shri Atal Bihari Vajpayee should make the people realise that we want change and that this Government is going to be different. Whereas the entire country is sleeping, we are holding a discussion.

Sir, I would like to draw your attention towards two three points. When the budget was presented, Hon'ble Minister was showered with praise. This time, Uttar

Pradesh and Bihar have been taken up whereas the last time, Uttar Pradesh was ignored in the previous budget. I would like to congratulate Hon'ble Minister for having paid attention not only to Bihar but towards all the States from Andhra Pradesh to Mumbai and all sorts of schemes have been introduced to provide relief to several people. I would like to draw the attention of Hon'ble Minister towards a point. It is mentioned in the para one of the budget that the committee comprising of scheduled caste, scheduled tribes, backward classes and minorities will be empowered. However, the Railway Board has people following manuwadi ideology. The officers are dictators. Last time also, such committees were formed but they were not empowered. Since you have included this point in your speech and the programme, you should fully empower the committee also. You have made an attempt to bring about changes in the Recruitment Board also. About which I do not have anything to say. However, I do hope that you will be able to convey to the people of our country that the recruitment process will be free and fair. People have lost faith in it and are of the view that those who have paid bribe have cleared the examination. You have to convince them that the selection will be made on the basis of merit. You have not made any appointment so far but as per my information and you might be having this information also that appointments are being made in your name and it is being stated that the Minister has forwarded a list of candidates. I would like to inform you that high caste candidates have been appointed to the post of Safaiwallas in Lucknow. It is not during your regime but in the previous regime, high caste people were employed against the 200 posts of safaiwallas. I wrote a letter in this regard.

You may at least ask for the said letter and look into it for yourself. The high caste people are working as safaiwallahs. Then there should be a proper transfer policy. Some employees are posted at the same place in the railway board for the last 20 years. Whenever the members of Parliament and the representatives of the people write to them, they reply to it as they please. The reply is officially given. They fix the responsibility at will. The junior employees have to bear the brunt. We want that all those who work for the Railways, and there are such employees who deserve to be appointed on the basis of the period for which they have served the Department should be recruited but they have been ignored.

The dependents of the deceased run from pillar to post for their appointment but they are not appointed for want of money. We would like you to give priority to such cases. Similarly, with regard to the Railway Protection Force also, Shri George and Shri Janeshwar took the initiative to allow formation of an association but

the officials of Railway Board did not allow the full implementation of the resolution of the House. We want you to empower them.

Similar is the case with the Railway Labour Union. There is only one powerful Labour Union in the Railways but it has not been recognised so far. We would like you to accord recognition to this union.

Then there is the point of equal pay for equal work. Promotee Officers Association has made a demand for implementation of the system of 'equal pay for equal work'. Still, different wages are being paid. They have also demanded the fulfilment of stipulated 50 per cent quota in case of promotion.

Sir, several accidents take place on Lucknow-Siwan route. Doubling of line has been undertaken at certain locations but the work has not been completed. We want the doubling of rail line from Lucknow to Siwan. Several members have pointed out that a large number of passengers are forced to travel on the roof of the Vaishali Express at Gorakhpur-Delhi route.

Last time a proposal was made to run another train on the lines of Vaishali which did not materialise. We would like it to be done this time. In the absence of one platform at Gorakhpur railway station, trains do not halt at any specific place which cause inconvenience. ...*(Interruptions)* In my area Bhatni, a large chunk of railway land is available. I would like to demand the Hon'ble Minister to set up a factory for the production of railways tools and accessories which would be beneficial to this backward area of eastern region located at the farthest end of Uttar Pradesh bordering Bihar.

Gauge conversion of Barhaj railway track was done last year. But this conversion has been made only between Barhaj and Bhatni. I demand to extend this railway line to Gorakhpur and Durg. I would like to congratulate the Hon'ble Minister for announcing the construction of an overbridge at Kathera Road station during his visit to Mau. I hope that proposals made by him in this Budget viz. transfer policy of the railway officers and giving appointments to the dependents of the deceased employees who are making rounds of the offices and are waiting for appointments are implemented fully. With these words I conclude and hope that the night sittings will be avoided during the next debate on Railway budget.

SHRI RAM NAIK : You have suggested that Members should speak here mostly about their constituencies. This rule will be applicable to Lakshadweep also where there is no train. Since you are going to occupy the Chair, I hope that you will also adhere to it.

[English]

SHRI P.M. SAYEED (Lakshadweep) : Respected Chairman, Sir, you may be wondering as to why I stand up to speak at this hour. Mr. Chairman, Sir, I wanted to complete my speech before I relieve you ...*(Interruptions)*

[Translation]

Hon'ble Mr. Chairman, Sir, my friends Shri Ram Naik and Shri Nitish Kumar ji are both clear headed persons. They have assumed charge of the railway department and presented the railway budget in a very good manner. Hon'ble Shri Ram Naik ji has stated that Members should speak about the conditions of railway network in their constituencies. I will also abide by it. Hon'ble Minister will be surprised to know that there are still some places in the country which are still devoid of even 1 km. of railway line. These areas include my own constituency and the area of Andaman and Nicobar which comes under the constituency of my friend Shri Manoranjan Bhakta. *Indira ji* had covered up these areas by showing the children and the people of these areas a circular toy train and a station. She had presented this train to us during her visit to Lakshadweep.

I thank you for presenting a good budget I think railways has made a big contribution in strengthening the integrity of the country. Railways has done a commendable work to connect the people with each other. The only issue which I discussed with hon'ble Nitish Kumar and Shri Ram Naik was that the people of Andaman, Lakshadweep and Sikkim needed to be emotionally integrated with the rest of India by linking them with different parts of the country by developing railway network there. A train by the name of Andaman Express should be introduced for the people of this area to enable them to go anywhere in India including Delhi and Calcutta. Other trains by the names of 'Lakshadweep Express' and 'Sikkim Express' from Delhi to Cochin and Delhi to Sikkim respectively should also be introduced in the concerned area. It will instil in them a feeling that the Indian Railway is running trains for them connecting their areas to the capital. When I talked to the Ministers to connect these people with the rest of India, they accepted the proposal with a sympathetic and considerate view. Tomorrow, I will get the full information from his speech. I would request the Ministers to have patience as this action is going to benefit the nation. Give an opportunity to the people of India to understand the suggestion given by me. I and my colleague Shri Manoranjan Bhakta had talked to Shri Nitish Kumar. Therefore, I thank him in advance ...*(Interruptions)* The hon. Minister has started railway booking facility there. During the previous discussion on railway budget I did not even have the chance to raise such a point. Yet I

[Shri P.M. Sayeed]

broke the convention as I was in the Chair at that time and requested from there itself to provide railway booking facilities in these areas. These facilities have been provided in the island at one or two places but it would benefit the people of Andaman and Lakshadweep if the facility is provided in four-five more islands. You should identify the places where these facilities need to be given. While drawing your attention towards this demand, I heartily congratulate you on your maiden opportunity to present the Railway Budget.

SHRI GAURI SHANKER CHATURBHUI BISEN (Baiaghat) : Hon. Chairman, Sir, this is transparent budget of this transparent Government. It clarifies both Government's policy and destiny. Through this House, this Government has presented the Status Paper on Railways before the people of the entire country. This in itself is a proof that the Government wants to ensure transparency and clarity. It is such a voluminous paper that the Hon'ble Members have spoken at length in this regard and now through this House, it has become property of this country. Railways is not related with only development of our country but it connects us to the other countries of the world as well and it is a good mode of transportation to reach those ends. First, I would like to give hearty congratulation to Hon'ble Minister of our Government. My Lok Sabha constituency falls under the South Eastern Railways. When the previous Government was on its last leg, Shri Paswanji laid the foundation stone on 17th November 1997 and only a token budget of Rs. 2 crores was allocated. This is the largest gauge conversion under the South Eastern Railway. It covers a long distance. The total distance from Jabalpur to Gondia and Balaghat to Katangi is 285 kms. Gondia is in Maharashtra and Jabalpur is the commissionerate of Mahakaushal. Balaghat, Mandla, Siwani and the entire Nainpur zone of metre gauge are to be benefited by it. Railway officers had demanded only Rs. 22 crores in the railway budget for this purpose. An amount of Rs. 2 crores which was given last year, even that was also not spent because after that the situation which has arisen is before us. When supplementary budget was presented at that time, I had interrupted. The Hon'ble Minister is in the House and I had also written a letter to him. Hon'ble Minister has considered that seriously. Through this House, I would like to thank both the Ministers because the Railway Department had demanded Rs. 22 crores and in this year's budget, a provision of Rs. 20 crores has been made. In this connection, I had written a letter that a provision of Rs. 50 crores should be made. But when I talked to the concerned officer, who is in charge of this gauge conversion, namely Shri Mrityunjaya Kumar, he said that this year they needed only Rs. 22 crores because this year they have to conduct survey, prepare estimates and

call tenders. Besides, they have to call tenders for gauge which has to be uprooted. Next year they will require more budget.

Mr. Chairman, Sir, the current cost of this project is Rs. 386.30 crores and this project has to be completed in 5 years in a phased manner. This is the largest gauge conversion under the South Eastern Railway during the Ninth Five Year Plan. It covers Baiaghat District and in a way Vidharba region of Maharashtra, Chattisgarh and Mahakaushal in Madhya Pradesh. Thus, the region which was so far ignored, has been taken by this Government for this, I would like to thank the Government on behalf of Baiaghat, Jabalpur Division and people of Vidharba.

Mr. Chairman, Sir, I do not want to speak much. Rather I just want to say that gauge has to be converted from Balaghat to Katangi because this is a metre gauge line. Tirodi is 12 km. away from Katangi and if this piece of land is connected with Katangi then that area will get the benefit of this entire gauge conversion. When foundation stone was laid, I was present there in the function. I had requested the Hon'ble Minister during the foundation laying ceremony itself and the Hon'ble Minister had at that moment made a special announcement that survey would be conducted. My request is that you should get the survey of that 12 km section conducted. Through this House, I would like to assure you that I myself and the people of my constituency will extend full cooperation in this work. I will get in touch with the collector and other Revenue Officers and try to get as much land as required for this purpose. If there is necessity of taking land from private individuals then it will also be done. That work is being started from both sides. From Balaghat to Katangi, the work of gauge-conversion is 45 km. If further work of 12 km is added in it, then we can connect this with Nagpur via Tumsar.

Mr. Chairman, Sir, when former ruling party member Shri P. Upendra was speaking here, I was listening to his speech very attentively. When he said that this railway budget has no direction and it will result in inflation then I found his speech to be politically motivated. To complete the railway projects, resource mobilisation to the tune of Rs. 35000 crores should be there but somehow, through additional levies, they have made provision of Rs. 450 crores. After all, from where will the money come? For this, some arrangement has to be made. I just want to say that during these 50 years, this is one of the most successful budgets. It deserves high praise, rather I am unable to select appropriate words to describe its good features. This is the best railway budget the country has ever seen. I would like to thank both the Ministers for this. I just want to say that while paying attention towards my backward region, the hon. Minister will take more

interest in its development. I would specially like to say this to Shri Naik ji because he belongs to Maharashtra. Our area is quite close to Bhandara district of Maharashtra. With these words, while thanking you and the Hon'ble Minister, I conclude my speech.

DR. C.P. THAKUR (Patna) : Mr. Chairman, Sir, both the Ministers of Railways have very sincerely presented the position of the Indian Railways in the House for which they deserve to be thanked. The budget is also very good. Despite several shortcomings, the performance of Indian Railways is not very bad if we were to compare it with the Railways in Germany or other European countries or China. For this, I would like to thank the Department, but I would like to make a suggestion. When Germany privatised its Railways and as it was not profitable earlier, it was divided into three segments the passenger Department, the freight and the infrastructure.

05.00 hrs.

They thought that it would be more profitable in this way. I would request Hon'ble Minister to introduce the same in the case of Indian Railways so that it may become more profitable and its efficiency may also improve because the Indian Railways has a great responsibility to discharge. If it turns out to be more profitable and more efficient as the largest public sector undertaking, it will keep alive the principle behind setting up public sector units. Hence the Railways carries a heavy responsibility on its shoulders. I would like to draw your attention towards the fact that Japanese Railways appears to have a high input of science and technology whereas we do not raise the question of science and technology at all in our Rail budget. I would also draw the attention of Hon'ble Minister towards an old and a very good institute at Jamalpur in Bihar which appeared to be on the verge of closure. However if it is converted into a Railway Research Institute, it will prove to be very useful for the Railways.

Secondly, I would like to submit that with regard to the crimes committed in Railways, the Railway Department puts the responsibility on the State Government whereas the State Government considers it to be the responsibility of the Railway Department. This point should also be taken into consideration. The Railway Department should ensure the safety of the passengers. Thirdly, a number of accidents take place in the Railways. It appears from the graphs for the last four-five years, the status papers and the other papers that the human failure is to blame in most of the cases. If certain people are guilty of causing accidents, what kind of people are causing most of the accidents? The Railway Department should take it into consideration and study this aspect.

05.02 hrs.

[SHRI P.M. SAYEED *in the Chair*]

Patna is the capital of Bihar. There is no superfast train to connect the capital of Bihar with the two large industrial cities of the country like Mumbai and Ahmedabad. Hence I request you to connect Patna with Ahmedabad and Mumbai by two superfast trains. Thirdly, a train runs between Patna and Madras and Cochin and the people of that area have been making the demand for increasing the frequency of this train. Those living in Patna are aware of the long time taken at the crossing of Chirayyataar bridge and Didarganj. Hence an overbridge should be constructed immediately at Chirayyataar and Didarganj at Beta. Similar is the situation at Jalla region which is quite close to Patna. If a crossing is provided in that area, people of 25-30 villages will be benefitted. Hence such an arrangement should be made for them. The Minister has stated that a container service will be introduced from Patna, for which I would like to thank him. It will help to send the merchandise from Patna and it will be beneficial for the people of Bihar. This facility should be increased. Railways have a washery near Rajendra Nagar, due to which a lot of water gets collected there. The Railways Department refuses to remove it and the State Government also refuses to do anything about it. The people of that area are in a great difficulty. Hence some arrangement should be made in this regard also. The engineers will look into it as to how the problem can be rectified. With these words, I would like to say that this is a very good budget and I thank you for it.

[English]

SHRI ANAND PATHAK (Darjeeling) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak a few words on the Railway Budget. Sir, I do not like to go into the details of all aspects of the Budget. But I would like to ventilate some of the specific problems of North Bengal as well as the other important points pertaining to the railways as a whole.

Sir, I would like to highlight that the railways is the biggest industry in the country. It is rendering valuable service to the people as well as to the country.

It is providing employment to a large number of people, and it is also earning huge revenue from freight charges and fare. But the condition of the employees is very deplorable, and that should be looked into.

The Railways promote unity and integrity among the people in the country. Railway goes from one corner to another corner, to different States and thus it is promoting unity and integrity in the country among various people

[Shri Anand Pathak]

belonging to different linguistic groups, race, caste and creed. Therefore, its extension to different places where there is no railway line and introduction of new railways in new areas, hilly regions and difficult terrains should be emphasised. Keeping this need in view, I suggest that railway services should be introduced in border States like Sikkim and other States of North-Eastern region.

The Darjeeling Himalayan Railway runs a beautiful tiny train, which is popularly known as "Toy Train", which provides entertainment and enjoyment of green scenery of Darjeeling Hills to foreigners as well as our Indian tourists. But it is being neglected day by day, and old engines and coaches are not being replaced. Even the tracks are not being replaced. Therefore, I draw the attention of the hon. Minister to look into this point so that this prestigious rail line in Darjeeling Hill area is properly maintained.

Sir, it is in need of modernisation and decoration so that more and more people are attracted to go to hilly areas for having a look at the beauty of that area. The prestigious Darjeeling Mail is not running timely and the passengers are facing innumerable difficulties and hardship. Therefore, I urge the Minister to see that this hardship and problems are mitigated. Besides Darjeeling Mail, the condition of other trains like Kamrup, Kanchanjunga, Teesta Torsa, Mahananda and other trains linking Guwahati and New Jalpaiguri with Calcutta and New Delhi are also in a very bad shape. Therefore, it should be looked into seriously. In view of these problems, I urge upon the Minister to see that a superfast train between Calcutta and Cooch Behar via New Jalpaiguri is introduced.

Sir, many new trains between Calcutta and different States of North-Eastern region should be introduced.

Saraighat Express is running tri-weekly. This train should be made daily so that more people can avail of this facility. In Siliguri, there is a rail gate that has become a bottleneck for the flow of traffic ...(*Interruptions*)

MR. CHAIRMAN : Shri Pathak, the remaining part of your speech can be laid on the Table.

SHRI ANAND PATHAK : Projects for electrification of railway lines under the North-Frontier Railways from Malda to Guwahati should be undertaken.

Quota of reservation of seats and berths should be increased in all the trains running under the North Frontier Railways. Passenger amenities should be increased in all the trains.

The last point is about catering system. In these trains, catering service is run by the contractors, but it is in a very deplorable state. Therefore, I urge upon you that the catering service should be properly looked into so that the passengers get good quality food. It should be looked into properly.

With these words, I conclude.

[Translation]

SHRI BASWARAJ PATIL SEDAM (Gulbarga) : Mr. Chairman, Sir, first of all, I would like to thank the Government for this rail budget and also consider it necessary to draw the attention of the Government towards a few points to which it should pay attention. First of all, I would like to draw attention towards minor confrontation between the Railway police and T.T. The police personnel of the State Government who are on duty during the night behave in an abominable manner with the passengers. They loot them at pistol point. They would probably taken to more dangerous methods in future. I experience this problem both in Madhya Pradesh and Andhra Pradesh whenever I happen to travel to Delhi by K.K. Express in 4-5 years. The passengers are agitated. Those who are posted for the security of the people take to illegal ways and behave like rescals. Hence I demand that the Government should pay attention towards such incidents.

Secondly, I used to feel proud of the quality of work in the Railways and the post office when I was young. For the past seven years, I have been noticing the deteriorating quality of work in the Southern Railways which is worst than the most crude form of work done by a Gram Panchayat. Whereas money is being spent extravagantly, the quality of work has deteriorated which compels us to hang our head in shame. The Government should bring some improvement in this regard. Thousands of crores of rupees could be saved and utilised for other items of work otherwise the funds will be misappropriated. This is my request to the Government.

The Government has prepared a status paper. I am not saying this to gain political mileage but in view of the kind of leakage that is taking place, I would like the Government to prepare at least the internal status paper so that these things do not recur in future. If the Government takes this measure, it will be able to ensure better service to the people. I would also like to say something about my constituency. The train running from Kazipet to Bangalore in my district is proposed to be diverted to another route from June onwards but it will create a big crisis for the people of Gulbarga Raichur, Bidar in Northern Karnataka. Hence an alternative train should be provided for them and a survey should be

held in this regard. The reservation facilities at a large divisional centre like Gulbarga are availed of by the passengers going towards Bombay. The people here are facing difficulty. At least 500 people daily go towards Bangalore in the evening. I hope that hon'ble Minister will consider over solving this problem. Distance between Bangalore to Delhi can be reduced by 301 km., if Gulbarga is linked to Bidar, and Parbhani is linked to Poorna by rail line. After presentation of budget when I went to my constituency, it was all in the headlines of famous daily papers that only Rs. 10,000 have been released for a line which is going to cost Rs. 242 crores. My request is that Government should think over it. With completion of this line, we can save diesel and time. About 3 lakh people who commute to Delhi every year by K.K. Express, reach here at 12 O'clock. After completion of this project, they will be able to reach by 7-8 O'clock and can return the same night itself. It will save atleast Rs. 150 crores. If Government completes this project by taking funds from some other source, then that money can be recovered within two years. Therefore, Government should pay attention to this. When we ask for minor things, even these are not accepted. The Government should pay attention towards this also. Similarly, there is one railway station called Chilla, which is Karnataka's second biggest district headquarter. The train called Hasan Sagar stops at all small stations near Chilla but it does not stop at Chilla. People have been demanding for the past two years that this train should have a stoppage there.

Mr. Chairman, Sir, I thank you for giving me time to speak.

SHRI SALKHAN MURMU (Mayurbhanj) : Hon'ble Chairman, Sir, I would like to draw the attention of Hon'ble Railway Minister in brief towards problems of my constituency which is related to railway budget. First, I would like to thank both the Ministers for presenting such a progressive and balanced budget. In my constituency, a peculiar situation has arisen. I hope that after listening to my problem, both the Ministers will pay attention towards it.

SHRI RAM NAIK : What is the name of your constituency.

SHRI SALKHAN MURMU : The name of my constituency is Mayurbhanj. It is a tribal region of Orissa and it is very backward. There is a narrow gauge line of about 90 km. length. This year on 15th January when Shri Atal Bihari Vajpayee went there he announced in front of lakhs of people that if their Government comes to power, they will convert this narrow gauge into broad-gauge line this year itself. Last year, an amount of

Rs. 3 crores was allotted whereas this year only Rs. 2 crores have been sanctioned. It was also published in 'The Indian Express' that no funds have been allocated for this purpose. This gave rise to resentment among the people. Earlier also, Shri Jaffer Sharief had laid the foundation stone of this project twice but the work could not be completed. This time Hon'ble Prime Minister had said there that they will get this work completed but in spite of that nothing has been done. It is very surprising. This important district would achieve progress only if this railway line is converted into broad gauge and is linked with Tata Badampaharh railway line, this important district which has rich iron ore reserves and Tata Steel has been extracting iron from ferrous ores supplied by this district for the last fifty years. Both Ministers are scholars and experienced and I hope that they would consider this Scheme sympathetically and would not hesitate to grant adequate amount so that the assurance given by Atalji is met and the respect and faith he enjoys among masses also remains unchanged.

With these words, I conclude my speech.

SHRI RAMSHAKAL (Robertsganj) : Hon'ble Chairman, Sir, I rise to speak in favour of budget presented by Hon'ble Railway Minister and about main demands of my constituency. Indian Railway is the biggest asset of this country, it is a source of employment for lakhs of people, it has great contribution in transportation of this country but when budget is prepared, our remote areas are ignored. As there is a big gap between rich and poor in this country rich are becoming richer and poor are becoming poorer. Similarly even today we can see that for our big cities all kinds of facilities are provided, new trains are introduced there. Huge amount has been spent to beautify these big cities but our rural areas are deprived of such services. In my region, many projects of U.P. Government are going on but even today there is no railway line from Varanasi to Shaktinagar. Where lakhs of people are working and if someone falls ill, then how will he go because everyone cannot afford car. Many difficulties are there. A demand is being made for the last many years to introduce a train between Varanasi and Shaktinagar so that people could get benefit of railway facility. We have also been demanding to convert Chopan junction into a Zonal Office. It is situated on the bank of Som river. Railways have 90 acres of land there. It has an administrative building and it is equipped with all types of facilities. Last time United Front was in power. It had Congress support. At that time, our former Railway Minister had announced to convert Singroli into a Zonal Office under the pressure of Shri Arjun Singhji. I want to say that if Chopan is converted into Zonal office, crores of rupees of railway could be saved. I request the Hon'ble Minister that Chopan may be declared as Zonal Office.

[Shri Ramshakal]

Sir, Chunar is a historical place which is also famous for earthen pots. This area connects Varanasi to Mirzapur and Bihar to Madhya Pradesh. Several trains pass from this area, hence stoppage should be provided at Chunar. The absence of any overbridge at Chunar causes unpteen traffic problems. Therefore, an overbridge should be constructed there. The railway is also planning to computerise all district centres. In my parliamentary constituency, there is no computerisation facility due to which we have to face difficulty. Therefore, my request to Hon'ble Minister is that our district headquarter should also be computerised. With these words, I support this budget and conclude.

[English]

SHRI BIKRAM DEO KESHARI (Kalahandi) : Mr. Chairman Sir, I thank you for allowing me to speak on the Railway Budget presented by the hon. Railway Minister. Shri Nitish Kumar. The Railway Minister has tried his best to present a very balanced Budget. He has tried his best to see that the budgetary provisions reach all the nine zones. At the same time I would like to say that out of the six new zones which have been created, the East Coast Zone in reality is a zone which is not functioning at all because the budgetary allocation for this particular zone is hardly Rs. 4 crore.

I would like the hon. Minister to note that when he presents the Supplementary Demands, provision should be made for the projections made in this Explanatory Memorandum. Projections have been given for all the nine zones but there is not any provision in the Budget or in the Explanatory Memorandum. Therefore, when he presents the Supplementary Demands for Grants, I hope that the East Coast Zone and all the other zones will get due provision in the document which will be brought out by the Ministry of Railways.

I would like to reflect on some of the railway development projects going on in my constituency. I come from a constituency which is one of the most backward constituencies of the country, Kalahandi. Thanks to the hon. Minister, the Longigarh-Junagadh line is in my constituency. Junagadh was my Assembly segment. For this line, the budgetary allocation is very low. This line is to be developed and taken to Ambaguda and joined at Kotavalsa so that it takes iron ore from Bailadila to Vishakapatnam. A survey has already been made but it has been in the cold storage. Of late, primary work has begun. The Budgetary allocation is so low that it will take nearly fifty years for this project to be completed. Therefore, I would request the hon. Minister that more provision should be made for this line so that it joins the Kiranol-Kotavalsa line at Ambaguda thereby opening up the whole of bauxite deposits in the area of Orissa.

Orissa is very rich in minerals but the railway network map of Orissa is completely blank. The railway network passes just on the border of Orissa but the interior parts of Orissa are completely neglected by the Railways. For the last fifty years, there has been an apathy on the part of the than Governemnts which had a cold attitude towards this area. Therefore, Orissa has remained backward.

I would again say that the Longigarh-Junagadh line should be given stress besides the doubling of the Titlagarh-Longigarh line so that the line of the major project comes on the River Thale. I would request the Minister that a road-cum-rail bridge be constructed on this doubling and funds may be provided for that also.

Besides, it has been seen that in the State of Orissa the Kesinga railway station which falls in my constituency caters to about eight districts which do not have any railway link. The districts of Koraput, Malkangiri and Naorangpur depend upon this railway station. Kesinga railway station is virtually the gateway for all these southern tribal districts of Orissa. So, proper emphasis should be given to develop this particular railway station. Also trains which pass this station like the Ahmedabad-Puri Express or the Bokaro Steel City Express should be given more coaches because it caters to the commuters of all the steel plants which happen to fall on this railway line. These steel plants are the Rourkela plant, the Durgapur plant, the Vishakapatnam plant and the Bhillai plant. These steel plants are connected with this railway line which passes through Kesinga railway station.

We do not know where Orissa stands in the matter of railways. The major problem is that of the new division of Sambalpur, which was opened recently. No Budgetary allocation has been given there. Besides, there are a lot of lacunae in the formation of this division. For example, the Rourkela and the Gondamanda railway yards on the Chakradarpur Division should be brought to the Sambalpur Division and included in the East Coast Zone of Bhubaneswar. Like this, there are a lot of loopholes in the formation of this division which have to be plugged. Therefore, I would request the hon. Minister to take necessary steps to strengthen this east zone railway sector of Bhubaneswar.

With these words, I thank you once again.

[Translation]

SHRI INDRAJEET MISHRA (Khalilabad) : I rise to support the Rail Budget presented by the Minister of Railways. Indian Railways is the largest Railways network which figures amongst the leading Railways of the world. It covers 10,7360 kms. and has 15,83,600 employees on

its rolls. A total of 11000 trains including 7500 passenger trains run under this network and it carries 12 lakh tonnes of freight and one crore and one lakh passengers daily.

Sir, it is quite natural that our Hon'ble Minister has had to work hard to prepare such a big budget. The previous Minister had inaugurated and laid the foundation stones for the projects costing Rs. 250 billion which had to be absorbed and still he has come up with such a balanced budget, for which I would like to thank and congratulate both the Ministers. Sir, Khalilabad which I represent is located on Gorakhpur-Lucknow trunk line. Khalilabad now known as Sant Kabir Nagar, has been given the status of a district. This rail line is quite old. The number of trains on this line is increasing and incidents of derailment take place on this line as the tracks are quite old. I request the Minister to provide double rail line from Gorakhpur to Lucknow. Provision has been made for some places like Gorakhpur-Sahajanava and Gonda but I request that these projects should also be completed. Barabanki-Lucknow line has been laid, hence a double line should be provided at the entire route from Gorakhpur to Lucknow. Besides, we have to board the trains coming from Bihar and these trains are crowded with passengers sitting on the floor as well as on the rooftops. In the circumstances, I request the hon'ble Minister to provide additional second class coaches for such trains and if second class coaches are not reserved during the day time journey, it will be more convenient for the passengers. I would also make a request regarding Khalilabad which has become a district and is known as Sant Kabir Nagar. It is a big handloom market which is visited by people from Madras, Ludhiana and Meerut. I request that all the trains leaving from Gorakhpur such as Gorakhpur-Cochin, Gorakhpur-Hyderabad, Gorakhpur-Jammu Tawi, Gorakhpur-Dehradun should be provided a stoppage at Sant Kabir Nagar station. Earlier two trains were running there. One of them was the Shan-e-Awadh which was withdrawn after gauge-conversion. Then an inter-city was introduced but now both the trains have been withdrawn. If the Gorakhpur-Hyderabad and Gorakhpur-Cochin train is provided a stoppage at Khalilabad, the residents of that area will get the facility of reaching Lucknow and Kanpur by 10-10.30 a.m. and will be able to return home in the evening. Hence I request that now this area has been given the status of a district, these trains should be provided a stoppage at Khalilabad. Long ago when Shri Shiv Narayan ji and Shri Mahair Prasad ji were the Ministers of State and the Deputy Minister respectively, a survey was conducted regarding Dohrighat-Sahajanava and Sahajanava-Balrampur but that survey has been consigned to cold bag. I would request the Hon'ble Minister that wherever survey is conducted, funds should also be allocated for that line.

Secondly, a railway bridge is being constructed at Ayodhya. A survey should also be conducted for laying a railway line from Katra to Basti. I also request that the present loop line at Gorakhpur-Balrampur route should be converted into broad gauge line. With these words, I thank that Hon'ble Minister once again and also thank you for giving me the opportunity to speak.

DR. BIZAY SONKAR SHASTRI (Saidpur) : Mr. Chairman, Sir, I thank you for having given me the opportunity to speak. I would like to speak in support of this budget. First of all, I would thank both the Ministers for this very good budget. They have presented a good budget very efficiently with proper planning, organisation, co-ordination and control. Although the opposition has expressed its concern regarding this budget, yet I feel that this budget warrants contemplation and reflection rather than expression of concern because our Ministers have very deftly included all the dimensions of development.

Sir, I have been elected from Saidpur constituency. Saidpur is the most backward area of the eastern region. It falls under various districts. It comprises rural areas of Varanasi, extremely backward area of Jaunpur and the Ghaziapur region enclosed by tempestuous rivers. There are several reasons for the backwardness of this area, one of the primary reasons being the railways. The facility of Railways is not very good there. The Members from all the parties have raised this issue. Aurihar-Jaunpur rail route is a busy route used by the residents of entire constituency but this is again a metre gauge line. Amongst all the projects floated by the previous Government, this is a ludicrous situation that whereas there are broad gauge lines all around this area, the 58 kilometre stretch from Aurihar to Jaunpur has metre gauge line. I am unable to comprehend as to which train is proposed to be run on this line by those in charge of Planning. All around the area, such trains are running as can run on broad gauge line and this 58 kilometre stretch falling in midst has metre gauge line. Which train will be run on this route? Can the trains running on the broad gauge line be run on the metre gauge line as well? I demand that the Aurihar-Jaunpur route should be taken up immediately under the supplementary plan and this metre gauge line should be converted into a broad gauge line.

There is a cancer hospital at Varanasi which is a premier cancer institute famous not only in northern India but throughout the country. People from all over the country come to this institute for treatment of cancer. I have spoken to the Hon'ble Minister many times regarding the vacant post of Director in this Cancer Hospital. The post of Registrar is being filled as per the seniority list. However according to the recommendations of the Fifth

[Dr. Bizay Sonkar Shastri]

Pay Commission, a Senior doctor of a specialist cadre can be appointed on the post of Director but it has not been considered. A gynaecology expert is being posted there. What development and promotion of the Institute can be expected under these circumstances. It should be taken into consideration. It is a pathetic condition. Further, one more post of Registrar is lying vacant there for which member staff recommended in 1994 that these posts should be filled up on temporary and adhoc basis as long as these are not filled up through UPSC because these posts are of great importance. If these posts are kept vacant, it severely affects the development and the performance of the institute. Therefore, these posts should be filled immediately.

Mr. Chairman, Sir, Ayodhya is a very important place. Many mail express trains pass through that place but none of them has stoppage there. I wish that all the trains passing through Ayodhya, must have stoppage there. Besides, the Hon'ble Minister may take into consideration the matter regarding introducing trains from the other parts of the country to Ayodhya. I would also like that a major industrial unit should be set up there to remove the backwardness of the Purvanchal. If this was done, then I assure you that the parliamentary constituency Saidpur will become fully developed. It is such a region which does not have even a single industrial unit of either State Government or Central Government. I would like that one such industrial unit should be set up there also which can contribute in the development of that region by removing unemployment.

Mr. Chairman, Sir, lastly I would like to say that policies are formulated to achieve the goal. The Hon'ble Minister has formulated few supplementary programmes as a strategy to achieve the goal. It is a very good programme and under this programme some arrangement should be made for our parliamentary constituency Saidpur also which is a very backward region. With these words I would like to say that Hon'ble Minister is like my elder brother, he has been a companion of my elder brother. I hope that he will pay special attention to what I have said and will take interest in that.

[English]

SHRI SUDHIR GIRI (Contai) : Mr. Chairman Sir, I thank you and also the two hon. Ministers of Railways for waiting for us so long. The Railway Budget appears to me to be like a postman carrying the letter from my dearest one for which I had been longing in the core of my heart. I expected the Budget to deliver the letter of sufficient funds for the construction of the Digha - Tumluk railway line. But I have been disappointed.

Sir, from my boyhood I have been hearing the news that the Digha Tumluk railway line would be constructed very soon. I do not know what this term 'very soon' means as the construction of this railway line has not yet been completed. I came to this august House in the year 1980. Since then I have been urging upon the Government to construct and complete the construction of the Digha-Tumluk railway line. The project started, perhaps, in 1984. The completion of the construction of this railway line would facilitate the economic growth of the region.

Sir, today I shall confine myself only to the problems of my Parliamentary Constituency. I will not deal with other matters otherwise they would lose their value.

MR. CHAIRMAN : There is no time left now.

SHRI SUDHIR GIRI : Sir, perhaps, I am the last speaker and so I should be given some more time.

MR. CHAIRMAN : No. There are two to three more speakers left. I am in a hurry.

SHRI SUDHIR GIRI : Sir, the completion of the Digha-Tumluk railway line is urgently needed. One of the reasons for urgent completion of the project is that Digha is a beautiful sea resort. Everyday, especially during the winter months, thousands and thousands of tourists visit Digha. There is no other transport than buses. Tourists as well as daily commuters face tremendous hardship. Agitations are going on. Hundreds and hundreds of devotees visit the famous 'Siva' Temple at Chandaneswar in the district of Balasore, Orissa adjacent to Digha. They travel across Digha. So, imagine what difficulties the people have been facing. This rail line would benefit at least 20 lakh people of the area.

In addition to the devotees and visitors, anticipated cost of the cost of the project would be Rs. 73,71,00,000; the outlay expected up to 1997-98 is of Rs. 34,79,95,000. This year a provision has been made for Rs. 4 crore and the balance of Rs. 34,91,05,000 still remains.

The Railway Ministry conveyed to me last year the fact that the project would be implemented in the course of the Ninth Five Year Plan. Towards this end, the Ministry provided Rs. 9,90,00,000 in the last financial year — the highest so far provided in a single year. On the basis of all this, I appealed to the present hon. Minister, Shri Nitish Kumar to provide substantial amount in the Budget so that the project might be implemented in the course of the Ninth Five Year Plan. I also suggested that because of financial constraints, the on-going projects should be completed first and then new projects be taken up. But it appears that my appeal has fallen flat on the deaf ears of the hon. Minister.

However, under the circumstances, I would once again renew my appeal to Shri Nitish Kumar and Shri Ram Naik to enhance the provision in the current financial year to the extent of Rs. 25 crore so that the project does not face the problem of cost overrun due to delay. And further, the promise of the Railway Ministry for completing the project during the Ninth Five Year Plan period will be kept. Once again, I suggest that the on-going projects be completed first, then revenues will be earned and then it will be easy for the Government to undertake new projects.

I would like to mention another very important point. Betal leaf packages are transported on a large scale from Mecheda Railway Station under S.E. Railway to different parts of India. Betal leaves are perishable goods and if not transported immediately, the Betal traders have to incur damages. Rail coaches are not sufficiently available for the despatch of these goods from Mecheda. I would request Shri Nitish Kumar and Shri Ram Naik to arrange for sufficient number of rail coaches at Mecheda so that the Betal traders can carry on their business to the satisfaction of the Betal farmers.

Thank you Sir.

[Translation]

SHRI H.P. SINGH (Arrah) : Mr. Chairman, Sir, I am grateful to you that you have given me time to speak. I, on my behalf and on behalf of my party, support this historic budget. The good points of this budget cannot be expressed in words and for this I congratulate both the Ministers. Without going into details, I would like to make one appeal. One Abdulbari Bridge is situated over the Sone which links the eastern and western regions. Trains run on the upper lane of the bridge and other vehicles on the lower lane. This bridge has outlived its life but there is no other alternative. There are 3-4 bridges over river Ganga to connect Howrah and Calcutta. Similarly there are 5 bridges over river Jamuna. Hence we request Hon'ble Railway Minister that he should consider over this bridge also because it connects entire state and take immediate action otherwise it may break down in any accident.

The local trains running in the city of Calcutta cover areas at distance of 50 kms and thus are convenient for the poor to utilise it to transport vegetable, milk etc. to the main city. Our entire Bihar is backward in the matter of schools, hospitals. The schools, hospitals and roads are in dilapidated condition. Railway is only such facility about which it can be said that every state will get equal share of it. Hence if railway network is developed instead of the road network especially in Bihar, it will cover the areas ravaged by terrorism to those affected by flood.

Bihar has maximum number of unemployed and poor. They migrate to other countries and also to different States of the country. They are looked down upon in trains and buses. Therefore, I appeal that this should be considered.

I am a trade union leader. Many Hon'ble Members have said that all those who are working in mines or some other places are exploited by contractors. Besides, ordinary public is also facing inconvenience. Therefore, about an year ago, the Supreme Court had given a judgement that after 50 years of independence, there should not be contract system anywhere in the country because it is an abhorant practice. My appeal is that services of those workers who complete 240 days should be regularised immediately.

The former Railway Minister Shri Ram Vilas Paswan had given Rupees one lakh for acquiring land from Sasaram to Arrah. It was just a drop in the ocean. As such, that land could not be acquired. Today, Hon'ble Minister deserves thanks because he has given Rs. 5 crores for that purpose. We were going to make an appeal to your predecessor. With the Cooperation of the State Government, land may be acquired at the earliest so that the work could be started.

With these words, I once again thank the entire House, all officers and staff who have been working continuously for two day.

DR. RAMKRISHNA KUSMARIA (Damoh) : Mr. Chairman, Sir, I have placed my written speech on the Table of the House but I thank you that you ... (Interruptions)

MR. CHAIRMAN : This part may also be attached to his speech already laid on the table.

DR. RAMKRISHNA KUSMARIA : I thank him for presenting a balanced and historical budget. I demand that the newly introduced train between Varanasi and Kurla should be diverted via our area. People of this area are waiting for a train to be introduced for their area for the last 50 years.

This survey report states that this area is nearly 150-200 km. away and the proposal is rejected repeatedly on technical grounds, thereby depriving the people of the area from the benefit of railways. I request the hon'ble Minister that with a view to provide facilities to the people of this area, this train should definitely run through this area.

Secondly, Damoh and Panna near Jabalpur are the most backward areas of Bundelkhand. This area has been in the grip of dacoits which affected its development.

[Dr. Ramkrishna Kusmaria]

Now the problem of dacoits has been controlled. Therefore, a survey of this route should be conducted. I request the hon'ble Minister to take a historic step in the development of this area by providing railway line here.

First of all, I welcome and support the Railway Budget. It is commendable that Hon'ble Railway Minister has made a provision in the budget for generating employment opportunities for the unemployed people. On one hand, it will provide jobs to the unemployed youths and on the other hand railways service will be improved by their contribution. Hon'ble Minister has also decided to take up those ongoing projects whose future was in doldrums.

The decision to attach the ordinary coaches in the Superfast and Express trains will definitely facilitate the poor and common man to travel in those trains on the basis of all these steps taken. I hope that railway facilities will be enhanced in my Parliamentary constituency also. I expect from the hon'ble Railway Minister that facilities will be provided to Damoh and Panna which are the most backward areas of Bundelkhand.

A new train introduced between Varanasi and Kurla should run via Rewa, Satna, Katni, Damoh, Sagar, Beena and Bhopal as on this route there is no facility to go to Mumbai. Earlier a bogie used to be attached with Punjab Mail running between Bilaspur and Bhopal via Beena. But, now this practice has also been stopped. This area with the population of almost one crore is deprived of the facility to travel to Mumbai. Therefore, this being the only demand of the backward area of Bundelkhand should be met. I know that the officers of Railway Board will try to create hurdles in this regard. However, you should take the decision with your discretion and boldness. I would like to inform you that there are so many trains running on this route via Jabalpur. Therefore, Banaras-Kurla train should run via Damoh-Sagar. Mahamaya Super Express should start from Jabalpur and a stoppage should be provided at Puslia. Sambalpur Express should run daily from Heerakund-Nizamuddin. Rewanchal train should also run daily between Damoh and Sagar and should be extended up to Mumbai. Rake point at Damoh has been closed down which was earlier used for loading goods. This should be re-started.

The train Chirmiri halts at Katni from 12 o'clock to 6 o'clock in the morning. This train should be extended upto Damoh. It is not practical to extend the shuttle train running between Kota and Damoh upto Katni. It will not benefit the people. Senior officials take arbitrary decisions without consulting the people's representatives. Therefore, I demand that this train should terminate at Damoh only. You too have agreed for this.

Mr. Chairman, Sir, a survey of the Lalitpur-Singroli route via Khajuraho, Panna, Devendra Nagar, Satna and Rewa has been conducted. Approval has been given for its construction. My demand is that funds should be provided and the construction work should be initiated. Provision should be made to conduct a survey for a new railway track between Jabalpur and Panna via Damoh. This is the most backward area. Railway facility is necessary for development.

In the end, I again request you that the newly introduced train from Varanasi to Kurla should run via Katni, Damoh, Beena and Bhopal. Also Mahamaya Express should be provided a halt at Pathria station.

MR. CHAIRMAN : Shri Mohan Rawale, please be brief. You were not present here, still you have got the opportunity to speak immediately upon your arrival.

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, I would like to thank the Minister of Railways, Shri Nitish Kumar and Shri Ram Naik for having signed on M.O.U. with the Government of Maharashtra in Mumbai and for proposing to constitute a new board. We are also making a demand for setting up of an independent Zone. Funds could be collected for Mumbai in the same way as was done through issuance of bonds in case of Konkan Railways. He will get the co-operation from the residents of Mumbai. If he were to float such a bond, the residents of Mumbai suburban area will purchase the maximum of such bonds.

I would like to make 2-4 points regarding my constituency. Shri Ram Naik has just arrived from Mumbai. There is a bridge there by the name of Mahalaxmi bridge which has been under construction for a number of years, still people can not use it and they have to take a diversion. That bridge should be properly repaired and opened for traffic. Lower Parel Station falls under my constituency. In the Lower Parel to Dhilai Road area, some people were killed, hence a bridge should be constructed there also. It will be very convenient for the public if a bridge is constructed there. There is a station at Chinchpokali under the Central Railways. If this station could be connected with a bridge constructed from Dhilai Road to Gymkhana, it will be very convenient for the people. Siwari station under the Central Railways falls under my constituency at Harbour Land. There is an urgent need to construct an overbridge at Siwari Station. Several accidents occur here and that is why I am making this demand.

Dakia Ray Road and Byculia bridge fall under my constituency and are ridden with problems. I am making a request to you in this regard also. The Government has inaugurated the Konkan Railways but it is difficult to

understand as to whether the Konkan Railways belongs to the people of Konkan or not? Konkan Railways belongs to the people of Konkan still they are unable to utilise this facility. I am making this request that this area has Samantwadi station and for which, I would like to congratulate Hon'ble Minister. Hon'ble Minister had visited that area and the Minister of Environment, Shri Suresh Prabhu had made a demand that the train should be provided a stoppage at Samantwadi station. People have been making a request for stoppage of the train at this station but to no avail. I demand that a special train should be run for Samantwadi.

Shri Ram Naik is well aware that an accident had occurred at Mumbai. I had made this demand with regard to Mumbai. Myself and Shri Ram Naik ji had pressed for changing the name of the metropolis to Mumbai. A major accident had occurred in a ladies special train. Smoke started rising from a running train on October 13, 1993. Upon seeing the column of smoke, the ladies thought that the train had caught fire. So they jumped out of the train and due to this, more than 37 women lost their lives, but no compensation has been paid so far. In our ...*(Interruptions)*

06.00 hrs.

MR. CHAIRMAN : Mr. Rawale, you are a senior member. This is a case of compensation and you may submit it in writing.

SHRI MOHAN RAWALE : I had made a request to Shri Paswan and also Shri Jaffer Sharief. I met the then Prime Minister and made the same demand. Now that our Government is in power and Shri Ram Naik is present here. I had asked him also. I am again making a request to him.

MR. CHAIRMAN : Is he not awarding the compensation?

SHRI MOHAN RAWALE : He has assumed the charge only recently. Compensation should be paid to the family members of the deceased women. A large number of Telugu people are residing in Mumbai and in

my constituency. They have to change train twice to travel upto Nanded. The metre gauge line from Muthged to Nizamabad should be converted into broad gauge line. The Mumbai Prachaya Padamchali Mahasabha had made a request to the Railways authorities in this regard. When the Hon'ble Minister visited Mumbai, he was also requested. I want that a train should be introduced there. The schemes submitted by the Government of Maharashtra regarding the Railways department should be implemented soon. The Central Government has to release 50 crore rupees for the Government of Maharashtra. I also demand for immediate release of the money with regard to the agreement regarding police reached between the Government of Maharashtra and Ministry of Railways. Priority should be given to the regional languages wherever they exist throughout India. The circulars should be issued in regional language. At present, regional language is not being used in the Western Railways and the Konkan Railways due to which people are facing problems. Hence I request that priority should be given to the regional language and Marathi language in our case.

SHRI RAM NAIK : Mr. Chairman, Sir, it is six a.m. You have been in the Chair and other Hon'ble Members are also sitting here. I thank you all for your patience. Besides, I would also like to thank the Members who have sat here throughout the discussion. The staff and the press personnel have been on the job till six o'clock which is a record. This is a historic day for the 12th Lok Sabha that we accomplished this feat and I thank all for this. I also make a request for adjournment of the House for now and its re-assembly at 11 a.m.

[English]

MR. CHAIRMAN : The list of speakers is exhausted. The reply of the Minister will be at 2.00 p.m. today.

06.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, June 9, 1998/Jyaistha 19, 1920 (Saka)
